The Bombay Gazette,

AND INDIAN DAILY NEWS.

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Bombay, 14th December 1863.

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Notices.

THE SCOTTISH ORPHANAGE.—The annual Examination of Scottish Orphanage will be held in the Institution, at Mahim, on THURSDAY the 17th December, at half-past 3 P.M. The Revd Dr. WILSON will preside. The Public are respectfully invited to attend.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE.—On and after the 21st instant, the rate for the CONVEYANCE OF UNPRESSED COTTON will be increased from *sixteen* to *twenty* pies per Ton per mile.
W. C. PENSON, Acting Traffic Manager.
Traffic Manager's Office, Bombay Terminus, 5th Dec., 1863

CHARTERED MERCANTILE BANK OF INDIA LONDON AND CHINA.

NOTICE IS HEREBY GIVEN, that pending the payment of Premium and FIRST INSTALMENT on the NEW ISSUE OF SHARES in terms of the Resolutions passed in London on 17th October, the Transfer Books of the Bank will be closed from this date to 31st December inclusive
W. J. MARSDEN, Acting Agent.
Bombay, 28th Nov. 1863.

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Interest will be charged at rate of 12 per cent. per annum upon the unpaid Calls, and any Shares upon which the above Calls are not paid within one month from the specified dates will be subject to forfeiture.

By order of the Directors,
EDWIN HEYCOCK,
Bombay, 4th December 1863. Manager.

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MICHAEL H. SCOTT.
COWASJEE JEHANGHIER.
G. STEEL.
Bombay, 24th October 1863.

With reference to the above, it is hereby notified that by virtue of Clause 5 of the Preliminary Deed, all Shares upon which the amount of Rupees (100) One Hundred made payable on the above mentioned dates shall not have been deposited, on or before the 12th instant, will be absolutely forfeited to the use and for the benefit of the Company, together with the sum of Rupees 20 per Share already deposited.
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Bombay, 1st December 1863.

NOTICE.

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Bombay, Marine Storekeeper, Office, 2nd December 1863.

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Indian Ocean (3 sheets)	6 0
Straits of Malacca (2 sheets)	4 8
China Sea (4 sheets)	8 0
Several Bays near Cape, Aden	2 0
Kurrachee Harbour, (2 sheets)	6 0
Point de Galle	2 0
Coromandel Coast, (3 sheets)	2 8
Arracan Coast and Akyab	3 0

Bombay Gazette Office, 39, Medow Street, Fort.

ST. ANDREW'S LIBRARY, BOMBAY.
THACKER, VINING & Co.

Further Supplies of the following received per "Benares."

Haskoll's Railways in High Latitude, 2 vols. imperial 8vo, plates	Rs. As. 45 0
Bon Gaulher's Book of Ballads, sq. cl. gilt	6 0
Revd. Mr. Mercer's Psalter, larger edn.	2 8
Do. do. do. smaller	1 8
Thesaurus of English Words &c. by P. Roget, crown 8vo.	6 12
Blaine's Rural sports, edited by J. Hupton, illustrated by Leech and others, 8vo	30 0
The Ingoldsby Legends, 12mo, cloth	3 12
Stuart Mill's Logic, 2vols. 8vo cloth	18 0
Do. do. Political Economy, 2vols. 8vo. cloth	20 0
Mrs. Wood's Mrs. Halliburton's Troubles	4 8
Soyer's Modern Housewife, crown 8vo. cloth	5 0
Macaulay's Lays of Ancient Rome, 12mo	3 0
Thomas Hayley's Works, vols. one and two	3 12
Enquire within upon everything	7 12
General Bounce, by Whyte Melville	3 12
Boccacio's Decameron, Bohn's edition	2 4
Captain Ballantyne's Guide to Examination for Captains	4 8
Trigonometrical Survey Maps of India, various numbers, cloth, in case, each	5 0

Rampart Row. THACKER, VINING & Co.

NOTICE.

NEWSPAPERS AND PERIODICALS FOR 1864.

AS OUR LISTS OF ENGLISH AND CONTINENTAL NEWSPAPERS AND PERIODICALS for the coming year 1864 must be sent home by the Mail to leave Bombay on the 20th inst., we beg to request the favour of being informed by our Constituents, before that day, as to their wishes regarding the continuance or otherwise of those now supplied to them. It will be taken for granted that all those who do not reply to this notice wish their papers to be now taking it to be continued as usual. To those who have not yet paid subscriptions for the present year, nothing will be supplied after 31st December, unless they pay up all arrears and send advance payments for 1864.

Parties intending to subscribe for English Papers and Periodicals for next year, should send in their orders, accompanied by a remittance, *before the 21th inst.* No Paper or Periodical will be ordered for a shorter period than half a year.
CHESSON AND WOODHALL.
24, Medow Street, Fort.

CHESSON AND WOODHALL'S LIBRARY,
No. 24, MEDOW STREET, FORT.

NEW BOOKS AND NEW EDITIONS
RECEIVED BY THE STEAMER "MALTA."

	Rs. As
The Family Prayer Book; or morning and evening Prayers for every day in the Year, &c. edited by Revd. E. Garbett and Revd. S. Martin	5 12
Mr. Wind and Madame Rain. By Paul deMusset	3 12
Forget—Me Not	1 8
Wheeler's Handbook on Cotton Cultivation, Madras	5 12
A Good Fight in the Battle of Life. A domestic tale founded on facts	5 12
A Book of the Passions. By G. P. R. James, 16 Illustrations	5 12
Animal Physics; or the body and its functions familiarly explained. By Dr. Lardner. 1 vol.	2 12
Illustrated Book of Songs for children	2 12
Mary Seaham. By Mrs. Grey	2 12
Sir W. Scott's Anne of Geierstein	0 12
Les Complices. By Claude Vignon	2 4
The Family Doctor. By a Dispensary Surgeon	5 4
Day and night of a Gent's Life. By J. Bennett	3 12
Female Life in Prison. By a Prison Matron	3 12
Bunyans Pilgrim's Progress. Illustrated	3 0
Father Mathew, a biography. By J. F. Maguire, M.P.	9 8
Wine, the Vine, and the Cellar. By T. G. Shaw	12 0
A Personal Narrative of thirteen years' service amongst the Wild Tribes of Khondistan for the suppression of Human Sacrifice. By Major General John Campbell, C.B.	10 8
Morning on the mountains: or Woman and her Saviour in Persia, by a returned Missionary	3 12
Bel Demonia, a love story. By P. Feval	1 8
The Young Woman's Companion in all her social relations	2 8
Wilson's Notes Amboisanes, Vols. 1 and 2	6 0
Ten Thousand Wonderful Things	5 4
The Feasts of Camelot &c. By K. Hervey	3 8
Many Thoughts on many Things, a Book of Reference by Southgate, 4to, crimson cloth gilt edges	14 0
Favourite English Poems from Chaucer to Tennyson, in 2 vols, 4to, ½ bound cloth sides, gilt top, uncut edges, illustrated with 300 wood engravings	28 8
Barry Cornwall's Dramatic scenes with other Poems, 8vo. cloth, elegant	8 0
The Scottish Reformation: a Historical Sketch, by Dr. Lorimer, with 25 Illustrations by Birket-Foster, blue cloth, neat	8 0
Longfellow's Hyperion, illustrated with 100 wood engravings, fcap. 8vo. blue cloth antique, bevilled edges	8 0
Coleridge's Rhyme of the Ancient Mariner, illustrated f. 8vo. cloth extra	5 0
Roger's Italy, profusely illustrated, 8vo. cloth extra	12 0
Tennyson's May Queen, illustrated by E. V. B.	4 8
Three Gems in One Setting, illuminated and illustrated, small 8vo. cloth, extra	10 0
The Arab's Ride to Cairo, a Legend of the Desert by Whyte Melville, Illustrated and illuminated, bound in Green Morocco, elegant gilt sides and edges	12 0
The Life and Genius of Shakespeare, crimson cloth elegant, 8vo, illustrated	15 0
The Pilgrim's Progress, illustrated with wood Engravings, cloth extra, 8vo	7 8
Scott's Marmion, 8vo, large type illustrated, by Gilbert and Foster, bound elegant crimson cloth purple or blue, bevilled boards	11 4
The Lady of the Lake, same edition, in blue crimson or green cloth	11 4
The Lord of the Is

Commercial.

BOMBAY DAILY BILL, SHARE, STOCK, AND FREIGHT LIST.

BOMBAY GAZETTE OFFICE,
Wednesday, 16th December 1863.

EXCHANGE.

On what Place.	Terms.	Rates.
London Banks	6 months'sight	2s. 2¼d.
Do. Credits	Do. do.	2s. 2¼d.
Do. Documents	Do. do.	2s. 2¼d.
Calcutta	At sight	100
Madras	30 days' sight	100
China	60 Do. do.	215 per $100.

SHARES.

Names.	Paidup	Last Half-yearly Dividend.	Rates.
BANKS.	Rs.		
Agra Bank	500	5 pr. ct.	130 prem.
Bombay Bank	1,000	4½ do.	239 prem.
Bank of India	25	.....	par.
Broker's Banking Co.	20	.....	2 do.
Central Bank	250	6 do.	37 ex-div.
Commercial Bank	500	4½ do.	63 prem.
Chartered Bank of India, A. & China	200	2½ do.	[exdiv 70 prem.
Chartered Mercantile Bank of India, London and China	250	5 do.	155 prem.
Joint Stock Bank	20	.....	41 prem.
Oriental Bank Corporation	250	8 do.	165 pr. ct. pm.
Madras Bank	1,000	4½ do.	116 prem.
Royal Bank of India	75	.....	7 prem.
Comptoir d'Escompte de Paris.	200	4½ do.	[ex-div. 53 pr. ct. pm.
PRESS COS.			[ex-div.
Apollo Press Co.	11,000	1,800 per share	Rs. 28,000 p. sh.
Colaba Press Co.	2,700	900 do.	Rs. 25,000 p. sh.
Fort Press Co.	3,667	575 per share	Rs. 9,500 p. sh.
Hydraulic Press Co.	4,000	350 per share	Rs. 1,400 pm. p. [share.
Elphinstone Land & Press Co. A Share	6,000	250 per share	Rs. 29,000 [per share] pm.
Do. B ,,	5,000	.....	
Essex Press Co.	250	.....	
Victoria Land and Press Co.	4,000	.....	Rs. 22,000 pm.
Bombay Press Co.	1,200	.....	Rs. 400 prem.
RAILWAY COS.			
G. I. P. Railway Co. Consolidated Stock	218-3-6	pr. ct.	Rs. 8 prem.
Do. New £50 shares	139.14.6	2½ do.	Rs. 12 prem.
Bombay, Baroda & C. I. R. Co.	1,000	2½ do.	Rs. 6 prem. cash
SPINNING & WEAVING COS.			
Bombay Spinning & Weaving Co.	5,000	500 per share.	Rs. 3,000 prem.
Great Eastern Spinning & Weaving Co.	1,100	.....	Rs. 75 prem.
Manockji Pittys Spinning & Weaving Co.	850	.....	15 prem.
Oriental Spinning & Weaving Co.	2,500	140 Rs. p. share	Rs. 150 prem.
Royal Spinning and Weaving Co.	1,500	.....	Rs. 150 prem.
Victoria Spinning Co.	5,000	.....	Rs. 2,000 prem.
Coorla Spinning Co.	5,000	3 per cent.	Rs. 800
Bombay United Spinning and Weaving Company	1,000	5 per. cent.	Rs. 250 prem.
Colaba Land Co.	10,000	Rs. 12,000	Rs. 39,000.
Bonded Warehouse	600	.....	Par.
House and Land Investment Company	300	.....	Par.
Bombay Shipping Co.	1,500	.....	500 prem.
Iron Ship Co.	1,000	.....	Par.
Oriental Ship Owning Association	250	.....	50 prem.
Prince of Wales Ship Company	1,000	.....	200 dis.
Western India Ship Company	1,000	.....	100 discount.

PRICES OF BULLION, &c.

Sovereigns, each	Rs.	10-3-3
Bank of England Notes	,,	10-2-0
Spanish Dollars	,,	240
Carolus	,,	300
Mexican Dollars	,,	225
German Crowns	,,	213
Five-Franc Pieces	,,	208 per 100 pieces.
Bar Silver	,,	10½
Gold Leaf	,,	16-9-0

GOVERNMENT SECURITIES.

Four Per Cent. Transfer Loan		102¼
,, Loan 1835-36		P14
,, Loan 1842-43		
,, Loan 1854-55		
New Five per Cent. Loan		101
Five-and-a-Half Per Cent. Loan		108½ prem

FREIGHTS.

To Liverpool	(Cotton)	£3 10s.	0d. to £4 7s. 6d.
,,	(Seed)	£3 5s.	0d. to £3 10s. 0d.
To London	(Cotton)	£4 0s.	0d. to £4 7s. 6d.
,,	(Seed)	£3 15s.	0d. to £4 0s. 0d.
o China			
o Clyde			No offers.
o Hull			
o Calcutta and back		Rs. 17 to 18	

PRICES CURRENT (15th Dec. 1863.)

COTTON at Colaba		Per candy.
Broach and Surat New (ready.)	Rs.	600 to 605
New Dholleras, (ready.)	,,	605 to 610
New Bhownuggur, (ready)	,,	600 to 605
New Oomrawuttee	,,	570 to 575
New Oomptu, (ready.)	,,	590 to 592
New Dharwar Sawginned	,,	570 to 572
New Barsee and Nuggur	,,	570 to 572
New Veeravul	,,	560 to 565
New Khandeish	,,	545 to 550
New Pons choe	,,	570 to 572
New Accote	,,	585 to 590
New Mangalore	,,	575 to 580
OPIUM—Malwa, Rs. 1,420 to Rs. 1,425		
SEED—Linseed, Khandeish	at Rs. 7 10 to 7 12	per cwt.
Rapeseed, Gurzerat	,, 6 5 to 6 6	
Gingelly mixed (Black	,, 32 to 33	
and White)	,, 37 to 38	
Niger	,, 27 to 28	

Shipping.

BOMBAY.

ARRIVALS.

DATE.	SHIPS.	COMMANDERS.	FROM
Dec. 14	Ann Reddin	Morrison	Singapore 10 Oct.
	Inconstant	Culleton	Cork 9 Aug.
	Prince of Wales	Winckler	Singapore 24 Oct.
	City of Delhi	Muir	Glasgow 1 Sept.
	Talisla	Parrish	Newport 28 June.
15	Phlox	Moylan	Surat.
	Hyderee	Cretchton	Calcutta 15 Nov.
	Ameer Bux	Naccoda	Cochin 1 Dec.

DEPARTURES.

DATE.	SHIPS.	COMMANDERS.	TO
Dec. 15	Dalhousie (s)	Morland	Aden.
	Elphinstone (s)	Abbey	Surat.
	Inkerman	Grant	Liverpool.
	Pera	Tweedie	Liverpool.
	Gazelle	Nacoda	Bushire.

PASSENGERS ARRIVED.

Per Ship *Ann Reddin*, from Singapore.—H. Dormer; and 41 natives.

Per Ship *Inconstant*, from Cork.—Mr. James William Scott

Per Ship *Prince of Wales*, from Singapore.—Mrs. Winckler 2 children and female servant; Miss D. Winckler; 6 men of the wrecked ship *Futel Rozac*.

Per Ship *City of Delhi*, from Glasgow.—Dr. Shields; Revd. Mr. and Mrs. Martin; and Revd. Mr. and Mrs. Gray.

Per Ship *Hyderee*, from Calcutta.—One Native.

PASSENGERS SAILED.

Per Her Majesty's Steamer *Dalhousie*, to Mandavie and Aden.—Captain J. J. Combe; Lieut. J. Jopp; Lieut. J. B. Hennell; Ensign M. W. Stevens; Surgeon Major H. Trentnail, 18th Regiment N. I.; Mrs. Combe; Mrs. Trentnail; 3 children 3 years of age; 2 children 2 years of age; 1 child under 2 months.

Commissioned Officers 5; Wives 2, and children 6: Commissioned Officers 7; Non-Commissioned, Rank and file 289; Wives 96; children 80; Public followers 25; Private followers 63; Horses 3.

INTELLIGENCE.

Per Ship *City of Delhi*, from Glasgow.—Spoke the ship *Trentler*, off Ina Cape, Mormon Moore, 70 East, 15 South. On September 25, spoke the ship *John Stewart*, 3 N. and 24 W., from Bombay to Liverpool.

PORT CLEARANCE.

The following vessels obtained their port clearances yesterday:—

Ship *Charger*, J. Smyth, bound to Liverpool.
Ship *Japanese*, T. Baird, bound to Liverpool.

COMMENCED LOADING.

The following vessels began to load yesterday:—

Steamer *Tilly*, for Kurrachee.
Ship *Eliza Bencke*, for Liverpool.

DAILY EXPORTS.

BOMBAY, TUESDAY, 15TH DECEMBER 1863.

For London.

Goseforth—3 cases sundries, Eduljee Nusserwanjee Colabawalla; 1 case China jars and Bombay works, Robinson and Co.

For Liverpool.

Merchant Prince.—50 bales coir yarn, 125 cwt., Khatesy Sakerchund.

Camperdown—26 bales cotton, 91 cwt., Dhurumsee Canjee.

Gorilla.—110 bales cotton, 385 cwt., S. and N. Nanabhoy.

Glen Mason.—109 bales cotton, 350 cwt., S. and N. Nanabhoy; 500 bundles and 600 bags linseed, 1,459 cwt., Khimji Visram and Co.

Englishman.—225 bales cotton, 787½ cwt., Ruttonsy Vellji; 205 bales cotton, 717½ cwt., Manock Bhimji; 30 bales cotton, 105 cwt., Hasanzi Visram; 110 bales cotton, 385 cwt., Amaria Sewjee; 55 bales cotton, 192½ cwt., Dewjee Jaitha; 75 bales cotton, 262½ cwt., Somn Tezsee.

Eliza.—100 bales cotton, 350 cwt., Vellsee Narronjee and Co.; 10 bales goat skins, 100 cories; 30 bales sheep skins, 750 cories, Steams Hobart and Co.; 500 bundles coir yarn, 1154 cwt., Keesowdass Goculdass; 200 bales cotton, 700 cwt., Manjusee Pandoorung.

Admiral Lyon.—250 bags gall, 250 cwt., Narron Odowji; 110 bales cotton, 385 cwt., Goculdass Dewenrun and Co.

Clyde.—1 bale cotton, 3½ cwt., Killick Nixon and Co.; 35 bales wool, 105 cwt., Cenji Hemraz; 200 bales cotton, 700 cwt., Nesserwanji Jamasetji.

Brierly.—150 bales cotton, 525 cwt., B. N. Framjee and Co.

Robina.—155 bales cotton, 542½ cwt., Maneck Bhimji; 50 bales cotton, 175 cwt., Luckmon Anundrow; 50 bales cotton, 175 cwt., B. N. Framji and Co.

Eliza Bencke.—425 bales cotton, 1,487½ cwt., Anundji Sewji; 450 bales cotton, 1,575 cwt., Bhugwandass Virchund; 500 bales cotton, 1,750 cwt., Nemidass Ludha; 500 bales cotton, 1,750 cwt., Cenji Ghirdherdass.

Khimjee Odowjee.—100 bales cotton, 350 cwt., Moolji Dewji and Co.; 100 bales cotton, 350 cwt., Pairaz Luckmedass; 100 bales cotton, 350 cwt., Bhicoo Babji; 100 bales cotton, 350 cwt., Bhicoo Rajbee and Co.; 110 bales cotton, 350 cwt., Hirji Bhimny dhur Narozji; 200 bales cotton, 700 cwt., Bhimji Girdhar and Co.

Charger.—77 bales cotton, 269½ cwt., A. Bell and Co.; 400 bales cotton, 1,400 cwt., S. and N. Nanabhoy and Co.

James Smith.—151 bales cotton, 528½ cwt., Ruttonsy Vellji and Co.; 203½ bales cotton 711½ cwt., Goculdass Lalsidhur.

Indian Queen.—100 bales cotton, 300 cwt., Hirji Bhimny and Co.

Japanese.—252 boxes tea, 10,251 lbs., Cassubhoy Nathabissy sons and Co.

Canond.—75 bales cotton, 262½ cwt., Bhanabhoy Dwarkadass; 10 bales cotton, 35 cwt., Ruttonjee Roopjee.

Glasgow.—7 bales cotton, 24½ cwt., Luckmedass Husraz; 60 bales cotton, 210 cwt., Maneck Bhimjee; 110 bales cotton, 385 cwt., Lillodhur Keswejee.

Neptune's Car.—30 bales cotton, 105 cwt., Noormahomed Dullobhoy sons and Co.

Sarah M.—100 bales cotton, 350 cwt., Samjee Purbatt and Co.; 100 bales cotton, 350 cwt., Velljee Narronjee and Co.

Sir J. Mandeville.—202½ bales cotton, 701½ cwt., Tanachund Sobhagchund.

Sarah Sands.—100½ bales cotton, 350 cwt., Rustomjee Pardoonjee and Co.; 100 bales cotton, 350 cwt., Velljee Narronjee and Co.

E. A. Bright.—50 bales wool, 150 cwt., Curji Premji; 50 bales cotton, 175 cwt., Vellji Narronji and Co.; 110 bales cotton, 385 cwt., Oomersee Cuma.

For Havre.

Duc de Malakoff.—300 bales cotton, 1,050 cwt., Jules Siegfried and Co.

Berthe et Louise.—75 bags coffee, 112½ cwt., Wilhuldass Narotumdass; 220 bales cotton, 770 cwt., Jules Siegfried and Co.

For Hongkong.

Steamer *Arratoon Apcar.*—2½ chests M. opium, 140 lbs. each, Jairaz Mansee and Co.; 7 chests M. opium 140 lbs. each, Virchund Curumchund; 1 box wearing apparels, Eduljee Framjee and Co.; 101 packages sharkfins, 65 cwt., Hajeebhoy Lalljee.

LIST OF VESSELS OF THE BOMBAY MARINE.

No.	Names of Vessels	H. P.	Tonnage.	Stations.
	Steam Vessels.			
1	Berenice	230	664	In Dock.
2	Coromandel	250	1026	Bombay Harbour.
3	Comet	40	224	River Euphrates.
4	Clyde	80	300	Kurrachee.
5	Dalhousie	180	1022	Mandavie and Aden.
6	Goolznar	40	215	Bombay Harbour.
7	Hugh Rose	80	300	Ditto.
8	Pleiad	30	140	Zanzibar.
2	Semiramis	300	980	Bombay Harbour.
10	Snake	10	40	Bombay Harbour.
11	Satellite	60	335	In Dock.
12	Victoria	230	765	In Dock.
13	Zenobia	280	1003	Mekran Coast.
	FLOATING BATTERIES. *Steam Vessels.*			
1	Auckland	220	946	Bombay Harbour
	Sailing Vessels.			
2	Falkland	...	495	Ditto.
3	Clive	...	420	Ditto.
4	Tigris	...	258	Ditto.
	MISCELLANEOUS. *Sailing Vessels.*			
1	Euphrates	...	225	Bombay Harbour.
2	Constance	...	182	Ditto.
3	Mabi	...	157	Ditto.

VESSELS IN BOMBAY HARBOUR.

[c. l. signifies "commenced coading."]

FOR LONDON.

810	Gosforth, Wight—Grey & Co.	(s. l. Nov. 27)
	Shah Allum, Ricker—W. Nicol & Co.	
780	St. Hilda, Logan—Huschke & Co.	
1047	Windsor Castle, Pryce—R., Steuart & Co.	(c. l. Dec. 14)

FOR LIVERPOOL.

1133	Admiral Lyons, Thompson—Robinson & Co.	(c. l. Nov. 6)
1020	Elizabeth A. Bright, Stokey—Lawrence & Co.	(c. l. Nov. 3)
657	Elinor, Bowden—Ritchie, Steuart & Co.	(c. l. Nov. 24)
1440	Eliza, Nickerson, Stearns, Hobart & Co.	(c. l. Nov. 26)
983	Eliza Benke, Jackson—Souza, Pinto & Co.	(c. l. Dec. 15)
1035	English Lass, Murdoch—W. & A. Graham & Co.	
1168	Glasgow, Taylor—Graham & Co.	(c. l. Nov. 20)
550	Glenmessen, Bart—W Nicol & Co.	(c. l. Dec. 9)
1200	Gorilla, Hill—Wallace & Co.	(c. l. Dec. 5)
952	Indian Queen, Jago—J. Clover and Co.	(c. l. Nov. 16)
1198	James Smith, Fairbuz—D. Sorabjee & Co.	(c. l. Nov. 12.)
994	J. J. Mitchell, Mitchell—W. & A. Graham & Co.	(c. l. Nov. 2)
800	Jumna, Christian—Ritchie, Steuart & Co.	
981	Khimjee Odewjee, M. Sait—E. Bates & Co.	
1019	Latona, Anderson—Cowlee Son & Co.	(c. l. Dec. 9)
1745	Merchant Prince, Tra,—R., Scovell & Co.	(c. l. Oct. 14)
557	Merria, Simmers—Ewart, Latham & Co.	
867	Mogul, Henson—Stoehr, Prieger & Co.	
1189	Neptune's Car, Kirby—Maciver & Co.	
649	Orissa, Evans—Finlay, Clark and Co.	(c. l. Oct. 26)
956	Preston, Wakem—Lyon Brothers & Co.	
2935	Red Jacket, Harley—Lawrence & Co.	(c. l. Dec. 8.)
1230	Royal Alfred, Whiting—Lawrence & Co.	
818	Sarah Sands, Gillies—E. Bates & Co.	(c. l. Oct. 26)
1010	Sarah, M. Raisbeck—Framjee, Sands & Co.	
1379	Sir John Mandeville, R. Steuart & Co.	(c. l. Nov. 17)
1498	Slieve Donard, Thompson—Campbell, Mitchell & Co.	

FOR HAVRE.

438	Berthe et Louise, Dossabhoy Merwanjee & Co.	(c. l. Nov. 19)
455	Duc de Malakoff, Boudasse—D. Cursetjee.	(c. l. Nov. 12)

FOR FALMOUTH FOR ORDER.

581	Ravenscraig, Inglis.	

FOR CHINA.

678	Arratoon Apcar (s). Smith.	

FOR MOULMAIN.

785	Minnehaha, Henderson—W. Nicol & Co.	

FOR CALCUTTA.

894	Futtahool Aziz, Monte.	(c. l. Nov. 18)

FOR JUDDA.

534	Bushire Merchant, Miller—Hajee A. S. Cadoo.	

NOT FIXED.

1094	Africa, Bowie—Ewart, Latham & Co.	
	Alley, Ayles.	
	Ararat Moreen.	
	Ann Reddin, Morrison.	
307	Artemisa, Nacoda—Casaum Natha.	
	Attet Ramen, Jones.	
	Avabhoy, Marr.	
804	Berenice (s), Burns.	
277	Bombay (s)—G. Nusserwanjee.	(For sale.)
810	Bloomer, Gilchrist—Finlay Scott & Co.	
590	Ceylon, Symons—E. Bates & Co.	
776	Chanticleer, White.	
815	City of Carlisle, Pentreath—E. Latham & Co.	
	City of Delhi, Muir.	
494	Colonel Lydyard.	
804	Colerson, Duncan—Peel, Cassels & Co.	
797	Calabar, Thompson.	
641	China, Peterson—Finlay, Clark & Co.	
207	Dudley, Nacoda—Mahomedbhoy Oomerbhoy.	
1760	Dorothy, Thompson—G. S. Kings & Co.	
1043	Emma Jane, Jordain—Forbes & Co.	
1065	Eagle, Murphy—Ritchie, Steuart & Co.	
1019	Ellen Bates, Walker—E. Bates & Co.	
	Edward Perry, Nacoda.	
633	Feize Allum, Stafford	
994	Fiery Cross, Blaney—H. M. Sidick.	
	Futel Kuzim, Nacoda.	
201	Futle Mustarrack, Nacoda—Wootumchund Manekchund	
685	Futtay Allum,	
	Futtay Shah Allum, Michael.	
	Futtul Allum, West.	
	Futtuy Rozac, Hodges.	
365	Governor Higginson (s), Calder—B. I. S. N. Co.	
	Highland Light, Crowell—Wallace & Co.	
1196	Inconstant, Culliton—Lawrence & Co.	
456	Japan, Locsemore.	
1023	John Bright (s). Bretham.	
	Lizar, Rabeca.	
	Lady Amherst, Harrison.	
624	Maria Grey, Henderson.	(in dock.)
307	Muckoo, Nacoda—Ally M. Khan.	
428	Malvern, Clarkson—Stewart & Co.	
	Maharaj (s), Kidder—S. N. & Co.	
633	Nile, Ruseton—C. M. Cama Co.	
493	Naples, Stout—Cohen & Co.	
1049	Ocean Belle, Brown—Cohen & Co.	
510	Peter Dickson, Fahlmon.	
	Pioneer, Woolley—S. N. & Co.	
1294	Prince of Wales, Winkler—Grey & Co.	
1106	Renown, Howes (a.)—Stearns, Hobart & Co.	
150	Royal Victoria, Nacoda—D. B. Khan.	
	Rahmamee, Nacoda.	
	Satellite.	
968	Sardinia, Nalson—Merwanjee Nusserwanjee.	
905	Southern Rights, Norton—Lawrence & Co.	
	Star of India, Morris.	
	Soon Hoog, Kerr.	
560	Tallala Percival.	
	Tory (s), Taunton—S. N. & Co.	

P. & O. Co.'s STEAMERS.

Columbian.
Ottawa, Blake.
Malta.

1350	Pottinger.	(laid up.)
1240	Simla.	(under repair.)

VESSELS IN KURRACHEE HARBOUR.

FOR LONDON.

364	James Wilson, Shepherd.	
450	Jessie, Towill.	
655	Loretto, McLeod—Fleming & Co.	
630	Salo, Nordgren—S. Tyabjee & Co.	

FOR MARSEILLES.

531	Dover Court, Heigh.	
367	Joachim Christian, Peters—D. Carsetjee & Co.	

FOR MOULMEIN.

200	Anna Henderson, Ainslie—Fleming & Co.	

FOR CALCUTTA.

349	Lencothea (Prus.) Benter,—Fleming & Co.	
684	Viola, Thompson.	(c. l. Nov. 12.)

MADRAS.

ARRIVAL.—December 9, P. and O. S. N. Company's steam ship *Carnatic*, A. B. Farquhar, from Suez 20th, Aden 26th November, and Galle 5th December.

Military.

BOMBAY.

ARRIVALS.—DECEMBER 15.

Sykes, Captain, 4th King's Own Regiment, on leave, from Khandalla.

Angelo, Lieut. R. S., late 41st B. N. I. (D. P. W.) P. A., from Cawnpore.

Ffolliatt, Assistant Surgeon W., 106th Regiment, on duty, from Khandalla.

Campbell, Lieut. C. H., Royal Artillery, on duty, from Kirkee.

DEPARTURES.—DECEMBER, 15.

Campbell, Captain J., 22nd Regiment N. I., on leave, to China.

Campbell, Deputy Inspector General D., Bombay Division, on duty, to Taunah.

Hutcheson, Captain D., 12th Regiment N. I., to rejoin, to Surat.

Wright, Deputy Inspector General of Hospital, Poona Division, to join, to Poona.

Wood, Lieut. E. W., Staff Corps, on duty, to Baroda.

Cumming, Captain W. H., 1st Regiment M. N. I., to rejoin, to Hoshingabad.

Campbell, Lieut. C. H., Royal Artillery, on duty, to Kirkee.

GARRISON ORDERS.—DEC. 15TH 1863.

BY BRIGADIER GENERAL T. TAPP, C.B.

The attention of the Officer Commanding Wing 18th Regiment N. I., is directed to para 12 and 14 of the new hutting rules, and he is requested to take measures to prevent any damage being done to the empty pendalls in his lines.

At the recommendation of the Deputy Inspector General of Hospitals, Surgeon Nicholson, 21st Regiment N. I., will afford medical aid to the Wing of the 18th Regiment N. I., during its stay in Bombay or until further orders.

Private Dondoo Gola Volunteer N. I., is attached to the 21st Regiment N. I. until the arrival of his Regiment at Bombay.

The 21st Regiment N. I. will furnish a guard of one Naique and 3 Privates to Mount this afternoon at 4 o'clock at the Colaba Battery below the Light House, to take charge of an Armstrong Gun and appertenances.

A salute of 19 Guns will be fired from the Saluting Battery immediately in honor of the arrival of Her Highness the Nawab Begum of Bhopal, Knight of the Exalted order of the STAR of India.

GENERAL ORDERS.

BY HIS EXCELLENCY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Poona, 14th Dec. 1863.

Lieut. and Brevet Captain A. Philips, Cadre 29th Regiment N. I. is appointed Quarter Master and Interpreter to the 4th Regiment N. I. (Rifles).

In G. O. C. No. 918 of the 5th ultimo for "is appointed Staff Surgeon at Poona, read is appointed to act as Staff Surgeon at Poona.

Bombay Marine.

SQUADRON ORDERS.

BY CAPTAIN J. W. YOUNG, C.B.

Superintendent's Office, Bombay Marine 15th Dec. 1863.

The Commander of the *Dalhousie* was permitted to discharge the undermentioned individuals:—

Antone Nicholas, Daniel Williams Quarter Master 14th December 1863, and to enter the following on the dates placed against their names.

John McKichan as acting 2nd Officer, Charles Blumgenst as Carpenter from 14th December 1863.

Thomas McDonald, and Charles Godfrey, Quarter Master.

The Commander of the *Hugh Rose* is directed to engage the undermentioned Quarter Masters for that vessel from this date.

John Blackford, and Charles Gillespie.

Births, Marriages, & Deaths.

No notice of a Domestic Occurrence can be inserted unless authenticated by the name and address of the sender.

BIRTHS.

At Kirkee, on the 12th December, Mrs. W. Robotham, of a daughter.

At Bangalore, on the 8th December, the wife of Lieut Colonel Carpendale, Royal Engineers, of a son.

At Nagapatam, on the 7th December, the wife of Mr. John Roze, of a son.

At Delhi, on the 7th December, the wife of Mr. N. McIntyre, Government Telegraph Department, of a son.

At Meerut, on the 1st December, the wife of H. O. Currie, Pay Master, 19th Hussars, of a son.

At Deyrah, on the 2nd December, the wife of John Healy, Esq., of a son.

MARRIAGES.

At St. Stephen's Church, Dum-Dum, on the 12th November, by the Revd. A. B. Spry, George Graham, Esq., C.S., to Mary Augusta, youngest daughter of the late Lieut. Colonel R. Wilcox.

At Deyrah, on the 2nd December, the Revd. B. Sharp, B. A., Chaplain of Muttra, to Constance Margaret, daughter of the late Colonel G. R. Crawford, Bengal Horse Artillery.

DEATHS.

At North Canal Road, Itally, on the 1st December, Elizabeth Janet Pitt, drowned in a tank, the beloved daughter of Edward and Janet Pitt, aged 6 years.

At Dinapore, on the 27th of November, of fever, Lieutenant Vernon Hedson, doing Duty Officer, 17th Bengal Cavalry, greatly regretted by his brother Officers.

Post Office Notices.

MAILS FOR SINGAPORE.

THE Mails for Penang, Singapore and Hongkong per Steamer *Arratoon Apcar* will be closed THIS DAY, WEDNESDAY the 16th instant at 9 o'clock A.M.

Letters &c. sent by this opportunity are liable to Indian Inland Postage.

PERSIAN GULF MAIL.

Letters, &c., for the Persian Gulf, will be sent by Steamers, and not by Ship or Bugla. Should, however, parties desire their letters, &c., to be despatched by the latter they must be so superscribed when they will be so sent.

ZANZIBAR MAIL.

A Mail for Zanzibar will be made up at this Office and despatched *viâ* Aden by the last Overland Steamer of each month. The usual Steam postage must be prepaid.

MAILS TO MUSCAT, VIA KURRACHEE.

Mails from Bombay for Muscat will in future be sent *viâ* Kurrachee by the Mid-monthly and other Steamers to that place, and thence forwarded by Bugla to Muscat, when Steamers are not available.

POSTAL NOTICE.

As the North-East and South-East Railway Trains leave this every morning at 8 and 8-30 A.M. respectively, Mails for the several Stations on these lines, as named below, will be closed at this Office at 7 A.M., up to which time Letters and Papers can be posted in the Receiving box here.

Letter-boxes have been placed for the convenience of the Public at the Boree Bunder, and Byculla Railway Stations. Letters can therefore be posted therein to within five minutes of the starting of the Trains. They will be removed by the Mail Guards proceeding in charge of Mails.

NORTH EAST RAILWAY LINE.

Wassind, Shapore, Khurdee, Kussara, and Egutpoora.

SOUTH-EAST RAILWAY LINE.

Tanna, Cullian, Narrul, Matheran, Campoolee, Khundalla, Kirkee, and Poona.

THE BOMBAY ALMANACK AND DIRECTORY FOR 1864.

THE FIFTEENTH ANNUAL PUBLICATION.

The Publisher of the above work, anxious to maintain and extend its reputation as a reliable book of reference, solicits the co-operation of the public in attaining that end.

Gentlemen whose names were omitted or incorrectly inserted last year, and Gentlemen newly arrived, will render us a service by forwarding their names and professions, together with the No. and name of the Street, or other description of the locality in which they reside, for insertion in the List of Inhabitants.

Bombay Gazette Office, 39, Medow Street, Fort.

ELECTRIC TELEGRAPH DEPARTMENT.

List of undelivered Messages on the 14th Dec. 1863.

From Scind Hydrabad to Mr. Briggs Municipal Clerk Breach Candy, Poona to Mayaram Kissundass Telly near Kalbadewee Ramwadia Ahmedabad to Jeharam Harjivan, Poona to Narayen Gopaljee Malle care of Jogo Saloo Khetwadee, Broach to Roostomjee Hormusjee, Ahmedabad to Kivar Heerachund Dunkun Road, Cochin to Cowasjee Ardaseer Furdonjee, Surat to Vizbhookundass Umrutlall Chinch Bunder, Ahmednuggur to Mohunjee Damjee.

LATEST DATES RECEIVED IN BOMBAY.

ADEN	Dec. 3	KURRACHEE	Dec. 9
AGRA	Dec. 5	LAHORE	Dec. 5
ALLAHABAD	Dec. 5	LONDON	Nov. 18
AUSTRALIA	Mar. 25	MAURITIUS	Aug. 6
ALEXANDRIA	Nov. 21	MADRAS	Dec. 10
BANGALORE	Dec. 10	MALTA	Nov. 26
CALCUTTA	Dec. 7	MEERUT	Dec. 8
CAPE	Aug. 3	OUDH	Dec. 9
CEYLON	Nov. 30	PUNJAUB	Dec. 2
COCHIN	Dec. 5	PENANG	Nov. 18
DELHI	Dec. 8	RANGOON	Nov. 18
FRANCE	Nov. 23	SUEZ	Nov. 13
HONGKONG	Nov. 15	SINGAPORE	Nov. 23

THE

WEDNESDAY, DECEMBER 16, 1863.

AMONGST the new fields for a cotton supply called into existence by the American civil war and the consequent cutting off of the supply formerly received from the Southern States, to which we were accustomed to look as an almost inexhaustible source for the supply of all our wants—Turkey already appears to be one of the most promising. More than a year ago the Turkish Government,—shewing energy in few things else—displayed both foresight and energy in taking measures to increase the cultivation of this important product, which has always been, in greater or lesser quantity, an article of culture in various districts of the empire where the plant is indigenous to the country.

In September 1862 the Turkish Government issued a despatch containing ordinances of a most judicious character, conceived in a spirit singularly liberal for an Oriental Government, and every way calculated to promote the important object in view. As part of the series of measures resolved on:—it was ruled by the Sultan with the advice of his ministers, that in respect to the land whoever should break up uncultivated and unclaimed land, and convert it into arable, would be put in possession of it gratuitously and without purchase, and new title deeds delivered to the person so doing without farther cost than the payment of a trifling stamp duty. The produce of this land was to be exempted from payment of title for one year or in case of the land being stony then for two years; and if cotton were grown on a portion of the land thus reclaimed, exemption from tithe payment or of other tax in lieu thereof, was to be extended for five years. The period for which advantage might be taken of such exemption, was to be ten years commencing from the date of the issue of the notification.

During these ten years, the customs' tariff value of cotton exported was not to undergo any change or variation, and duties were to be levied at one uniform valuation on all classes of cotton, whatever its quality or commercial value. In order that the cotton produced might be conveyed with facility to the seaports, the roads in districts where cotton was grown were to be repaired where necessary, and put into a good state, according to regulations promulgated on this particular subject. Implements and machinery imported from Europe requisite for cultivating cotton, for cleaning it, and for separating the seed &c., were to be exempt from the payment of all customs' duties. The Government was to procure at its own cost from America and other countries to serve as specimens, a suitable quantity of implements and machines, as well as cotton seeds of the best and choicest qualities, and cultivators would thus be enabled to try experiments. Instructions were to be issued as to the most profitable methods of cultivating cotton, and of augmenting its production, and these distributed in districts where cotton was grown. In the cities and towns in the vicinity of cotton districts—yearly exhibitions of specimens of the cotton grown, were to be held; and the best qualities produced were to receive prizes by way of encouragement.

A more attractive programme to incite the most apathetic to engage in a cultivation, which under such conditions, could not fail to prove profitable—it would not be easy to imagine. Grants of land and exemption from taxation upon them for five years could not fail to cause a large extension in cotton cultivation. In Turkey it is well known there are large tracts of land perfectly suitable for cultavation and only awaiting the application of labour capital and skill to render it fertile and profitably productive. At the same time an Imperial Cotton Commission was instituted at Smyrna, consisting of various Turkish officials, and English and other merchants resident there, to take into consideration the ordinances of the Sultan, and the best plan of giving them practical effect. The questions of a right selection of machines, implements, and seed, were especially pointed out as suitable work for the commission, and in their deliberations they were particularly invited to consider these matters in reference to their adaptability to the wants and habits of the population. The commission was required to draw up a report pointing out the name and kind of the machines and agricultural implements, the towns and manufacturers that could supply them, and the prime cost, and other charges. It is satisfactory to know that all these most laudable measures on the part of the Turkish Government are now producing the fruits that might be expected, when the measures were not a matter of talk but of honest endeavour to have them all thoroughly put into practice.

We learn from a communication of the *Times* correspondent at Constantinople dated 25th October, some interesting details as to the rapid stride which the cotton cultivation in Turkey has made during the present year, as compared with preceding years.

Five years ago it is said, the production did not exceed 20,000 bales a year. This year's crop, it is said, will yield nearly 600,000 bales! Smyrna alone it appears will export 200,000 bales, and but for the destruction caused by swarms of locusts, which seem to have devastated districts of Syria as well as of India,

In the evening, Ghelam Hussun Khan, the British representative, waited on Sirdar Mohamed Allee Khan, and after mutual compliments had passed, Ghoolam Hussun Khan said that people have classed disturbances towards Peshawur, and as some of the Affghans of Cabool and other districts are going there it would be advisable if the Hakims of the different places would be directed to place guards on the roads, and prohibit the men from going towards Peshawur: "This cannot be done, replied Sirdar Mahomed Allee Khan, because in the first place it is not good for me to write such letters, and in the second place who would mind them."

16th November.—The following letter from Sirdar Mohamed Uzul Khan was received by the Ameer:—

"I have received your kind letter, and am happy to learn that you intend to send newly engaged troops in lieu of those who went hence with Sirdars Ahmed Khan and Mohamed Zaman Khan. There is no use in your sending new troops to Bulkh, as they will be of no use to me. The late Ameer never allowed a single man who went from Bulkh to remain in Cabul, and I expected the same from you, but am disappointed. I wrote to you before that I wished to see you, and asked your permission to go to Cabul, to this you did not agree, and said that I was to wait till after Nouroze. Very well, as I have got many points to discuss with you, I will come to Cabul after Nouroze and then settle everything.

You need not send any troops to Bulkh, I have written to Sirdar Azzim Khan to send me six hundred Jazailchees."

Rumour is prevailing in Cabul that a battle will take place to-day in Juj Hazara and Eusofzaie towards Peshawur.

17th November.—Sirdar Nur-oolla Khan, having returned from Gurdraiz went to the Ameer and told him that Sirdar Azzim Khan had no desire to come to Cabul. He was busy in enlisting troops.

It is given out that Sirdars Ahmed Khan and Mohamed Zaman Khan's Jageers have been given to Uslum Khan, and Mohamed Hossein Khan.

18th November.—The Ameer has ordered forty thousand a year for Sirdars Ahmed Khan and Mohamed Zaman Khan. The two guns of Uslunt Khan had been ordered to be sent to Bulkh with Nors-oolla-Khan.

19th November.—From Jelalabad news has been received to the effect that a Kafila on their way to Peshawur were stopped by Sadut Khan, Mohmund, and was told to sell their horses to him.

The Kafila people tried their best to pass, but in vain, as he would not let them go.

There is no end to the rumours of affairs towards Peshawur, one is to the effect that the Wazeerees who fought before with Commissioner James Sahib, are again up, and have collected the men of their tribe."—*Delhi Gazette, Dec* 10.

THE COLLISION BETWEEN THE "JOHN BRIGHT" AND THE BARK "SALAZES."

(Continued from the Bombay Gazette, Dec. 15.)

SECOND DAY, FRIDAY, 27TH NOV. 1863.

On the part of the prosecution.

LEBIHAN, sworn states.—I was an able seaman on board the French bark *Salazes*, on her voyage from Singapore to Penang. (The evidence of this witness was similar to that of the Captain and Chief mate up to the time of seeing the light of the steamer previous to the collision.) I first described the steamer—it was about two or three miles distant. Seeing the green light of the steamer bearing down upon us it occurred to me to examine our lights and I leant over and saw them burning. When I first saw the light of the steamer I was aloft, the mainmast, and I mounted up the ladder and leaned over and looked at the lights, the lamps were burning brilliant and bright. I examined the red light, which was shining towards the steamer. I could not tell the distance of the steamer when I mounted the ladder, it was about a mile perhaps, there was not then any evident danger of a collision. As the steamship approached neither the red light nor any other light was raised or lifted up from the vessel. As the steamer approached every one on board cried out, and I rung to attract the notice of the steamer which still came rushing on us at great speed. Before the steamer struck the ship I did nothing but I let go the braces to about the ship (discussion as to the exact testimony.) I joined in shouting before the collision. From my opinion as a sailor I think the shouting and ringing of the bell was perfectly sufficient for the steamer to have heard them and avoided the collision. The steamer struck us amidship, abreast the main hatchway and the bark sank almost immediately.

Cross-Examination by Mr. Pollard.

The weather was sufficiently fine while I was on the lookout, there was a little rain which fell but not much; this was between 1 and 2 o'clock—there was no squall at this time—the wind was sufficiently favourable,—it was a *steady* wind I call it a *favourable* wind when there was no squally weather, but not with regard to the direction of the wind. After the rain, it was not dark. It was a little cloudy—but only a little. The lower topsails were set and the main spencer and mainsail;—the Ship carried double topsails and the lower ones were set;—there were four sails set.

Q. Seeing that a steamer was approaching you, did you do anything to give notice of your position?

A. Yes, I went to see if the lights were burning.

Q. Why did you go?

A. In order to verify that the lights were burning, because I saw the steamer was bearing direct towards the vessel, but this time the steamer was a mile and a half, certainly not less than a mile distant from us.

Q. How do you explain your previous statement that you did not think there was any danger of a collision?

A. I saw the steamer was coming directly towards us, but I did not think there would be a collision at first. I thought that unless the steamer changed her course there would be a collision, as I thought she had no lookout. this was when the steamer was at least a mile off.

Emanuel Perez.—Sworn. States in Spanish (Mr. J. D'Almeida being the Interpreter.) I am a Native of Chili, am an able Seaman on board the French bark *Salazes*,—have followed the sea since I was seven years of age for about twenty years. I joined the *Salazes* at Singapore on her voyage to Penang and Bordeaux. I belonged to the port watch,—I was at the helm of the *Salazes* at the time of the collision; before I took the helm I was on the lookout forward. I saw the lights were burning on both sides a red light and a green light—they were burning *first rate*.

It was three o'clock when I took the helm. I came from the lookout and relieved the man at the helm. The weather was clear at three o'clock. There had been a little squally weather, but then you could see the stars. When I took the helm there was no course given—but to steer by the wind to keep the sails full.

The steamer was 1½ or 2 miles distant, when I first saw her. We had forestay sail, foretop sail, maintop sail and mainstay sail set; four sails only—there was but little wind—the vessel was not steering easy as she had so few sails set and but little wind.

During the time I was at the wheel, there was the Chief Mate and the Pilot and myself on the poop. The Chief Mate was employed in looking at the steamer with a glass. After I came to the helm I mentioned to the Chief Mate that there was a light, he said yes, he had seen it, it was too far off too see the color—I continued to watch the light as it approached, it did not alter its course, we did not change our course, we prepared to go about but did not do so.

We did not change our course but we prepared to bout ship. (The witness spoke occasionally partly in English and here interrupted the Interpreter, I we can't bout ship with four sails. I turned the helm hard aport to keep her off, but the vessel did not obey her helm—the ship would not go about—she did not obey the helm, she had not sufficient way upon her to go about (discussion) she had not sufficient sail to go about. The sails we had upon her were drawing at the time.

Q.—Were any other means besides the lights used, for giving notice to the steamer of your position.

A.—When we saw the steamer was coming upon us, all hands shouted, and the bell was rung—the noise was like an *earthquake*. I left the helm to save myself.

Witness remarks, "as you no speak English well I must speak myself."

When the steamer struck our ship, I was still at the wheel. I was thrown high off my feet by the wheel and the shock, and have the marks on my hand at present. After she struck, I scrambled on board the steamer like a cat, to save my life. As the ship was sinking I observed the port light—the red light—was still burning.

Cross-Examination—by Mr. Pollard.

As you state there was very little sail—very little wind—and the vessel did not steer *easily*—what do you mean by *easily*?

A.—The vessel steered sufficiently well to keep her helm—but not easily. Because she was not going fast ("no puede andar a presso")—(discussion as to exact testimony). A vessel going two miles does not steer so well as a vessel going ten knots. She was steering well for her speed,—When I said in my examination in chief—she was not steering easy—I meant she was steering well for her speed, but I could not turn the vessel so quickly as if she was going faster.

Q.—What was the difference in steering when you first saw the light, and what it would have been had the vessel been going faster?

Ans.—I cannot tell.

Q.—Why do you say there was a difference if you cannot tell what it was?

Ans.—There was a great difference in the steering.

Q.—In what respect was there a difference?

Ans.—The same difference as between a man very hungry and one only a little so. I don't want anything but my clothes I have lost every thing.

Mr. Pollard appealed to the Court, to obtain an answer to this question from the witness.

By the Court.—*The vessel wont answer her helm so well*, that was the difference.

Mr. Pollard.—I am informed that the witness has said that the vessel was not under command she could not go about. Is this so?

Ans.—She could go off the wind and go in every direction but very slowly.

Q.—Could the ship have gone about, luffed up into the wind?

A.—With such sail as she had I suppose she could

At the time I ported helm—the ship could not go the other way round, she was too near the steamer.

Q.—When the ship was approaching and in sight of the Steamer could she have *gone about*?

No satisfactory answer given

Mr. Pollard.—You can't understand my question.

A.—The ship could not go about the other way because she had not sail enough. There was no room to go about, it would have been impossible when I ported the helm, as the steamer was right upon us.

Mr. Pollard.—We are under a great disadvantage as to this testimony from the persistence of the witness in not answering my questions.

The Court read over a part of the direct examination of this witness as taken down by his Lordship stating the ship could not then go about.

The Witness states that, a Manilla man on board the steamer *John Bright* said, they did not see the vessel because the watch must have been asleep.

Antonio Gonsalvez—Sworn (states in Portuguese,) I am a native of Lisbon—have been 32 years at sea—was on board the *Salazes*—was on board when she left Singapore. I was with the mate's watch and went on deck at 12 o'clock—until four o'clock; the last witness relieved me at the wheel and I then went forward with the watch to keep a lookout—while I was on duty I saw the lights of the vessel were burning, when I was relieved of the wheel at three o'clock, they were burning very clear. I took my place on the look-out on the forecastle. I saw two lights—called out to the Pilot—when I first saw the eights I did not know it was a steamer, the steamer had green and red lights when the collision took place it was about 8 or 10 minutes before the collision, when I was on the lookout that I saw the two lights, one green and one red—I am certain of this—I kept looking at these lights. The two lights appeared to belong to the same vessel. I was not certain whether a sailing vessel or a steamer—the lights were on the port side towards the head of the vessel. I reported the lights to the officer on duty—and then returned to my look out—The mate was looking at the lights with a glass, and made them out to be of a steamer, and ordered the bell to be rung.

I called out from the forecastle, I see a light, and the mate was looking also—between this time of my calling out, and the order by the mate to ring the bell, it was about 4 or 5 minutes. It was not me that rung the bell, the first witness examined this morning rung the bell.—I don't know the name of the man who rang the bell, (as I had been only a few days aboard.) there was a great noise made on board before the collision.

Cross-Examination by Mr. Pollard.

When I examined the lights, I did not notice whether the mate came forward. I staid on the forecastle until the collision. I could not see the Mate on the poop, but knew that he was there. I cried out "lights" the Mate answered yes a steamer. The Mate spoke in French, I hailed in Portuguese—I said I can see two lights to Windward, and the Mate answered yes, it is a steamer,—the lights were about a mile more or less distant when I made this hail; this was about 7 or 8 minutes before the collision. It was 5 or 6 minutes before the collision that the bell began to ring. I can't say Exactly as to the wind,—there as but little wind, there had been a squall, and there was rain with the squall 2 or 3 hours before the collision. No one was beside me when I saw the lights. All the watch were on deck, the one who rang the bell was the the nearest person to me when I hailed, I don't remember seeing any one came up on the forecastle and looked at the lights.

The Carpenter is a Dane, but speaks French. He fixes the lights in their places—cleaning the lights; belongs to all the crew. It is the duty of every one every five minutes to look at the lights, they all obeyed the duty—they were done by turn as their turn came. I had only been on board five days. After leaving Singapore no word had been given as to the lights. All I know about the rules is from being told by the crew.

By the Court—How long was it from your quitting the wheel and going forward to your seeing the lights?

At 3 I was relieved from the wheel, I then went forward and immediately saw the lights, it was six bells.

Interpreter.—Mr. Geils the Court Interpreter acting, I am a pilot have been so for the last twenty years. In the Straits of Malacca and Bay of Bengal—in Rhio Straits—once to Saigon. I have been four times between this and Penang—I was engaged by the Captain of the *Salazes* as Pilot, I had acted as Pilot for this Captain on two former occasions; once going to China as far as the light house and once in the Straits of Rhio.

On the day previous to the collision, the breeze was from the West, there was no rain. The *Salazes* had side lights on board on the evening of the 26th—these side lights were lighted and were in their places. It was part of my duty to see these side lamps placed and that they were burning.

I stand near to these lights and I go once an hour to see that they are burning. Every evening since leaving Singapore. I had examined the lights, I am always on deck night and day, I only go below for my rice. I sleep during the day if I sleep at all—never at night—I sleep on deck. On the evening of the 26th I was on deck—on the poop and at midnight also—and when the ship went about at one o'clock,—she then went about towards the shore of Malacca. At one o'clock we went about for the last time before the collision, towards Batu Pahat. There was land then in sight *Batu Pahat*, otherwise called *Aaramoosa* (Mount Formosa) (laughter.)

By the Court.—Mount Formosa is a well known land mark. There was an English and some other vessel in sight and some trading vessels—there was *hardly* any wind when we stood towards Mount Formosa. I don't think the vessel was mowring at all, the tide was with us, the tide assisted more than the wind. When we went about the Captain was there and the Mate and myself on the poop. There was a light seen by me before the collision—it was a green light it bore at right angles with the *Salazes*, on the left—the portside. After I saw the green light. I looked over and saw our lights were burning brightly—we had red and green lights—the steamer did not change its course the light came steady towards us.

We continued on the same course, the tide assisting our sailing vessel. It was two minutes after I first saw the light—the Chief Mate with his glasses made out the light to be a steamer. The Mate gave me the glasses and I also looked through them—I looked for some time—steady at the green light—about a minute—she did not appear to change her course, and our bark continued her course.

The Captain desired the bell to be rung—the Captain called out through a horn to apprize the steamer of our position, and when the steamer approached nearer and nearer we shouted out with our voices. The steamer was about three of her own lengths distant from the *Salazes* when the bell was first rung. There was about two minutes interval between the first ringing of the bell and the shouting. The steamer did not change her course. She struck the vessel amidship—from the time of seeing the light until the collision no light was lifted up from the ship—neither of the side lights were removed before the collision—there were no lights shown of any description and if they were shown I must have seen them. After I got on board the steamer I turned round and saw the red light sinking. At the time of the collision the clouds had disappeared the stars were visible and the land,—Mount Formosa was clearer; it was about 7 or 8 miles distant. A vessel without lights and with sail set, could then have been seen at a distance of 2 or 2½ miles.

Cross examination by Mr. Pollard.

The tide was towards Malacca setting us against the wind. When I first saw the light, the vessel was then hardly moving at all, and it was so at the time of the collision.

Q.—Was there wind enough to take her through the water.

A.—I saw the sails flapping, there was hardly any wind—there were only four sails set. There was not enough wind to take us through the water, had there been more sails set. We were hardly moving at all.

Q.—How do you come to call yourself a Pilot, who christened you?

A.—I got the name of Pilot from going out in a sampans with dubashes I am a *touter* for dubashes (similar to *bum-boat man.*) In twenty years I have been four times to Penang.

The witness states, a bum boat man is not the same as a dubash.

The Court took a recess for half an hour until 2 P. M.

Second day, 2 *p.m.*

Mr. J. Baxter, Surveyor, was sworn, on behalf of the prosecution.

Mr. Pollard objected to Mr. Baxter's testimony also to the survey as being no part of the register, also to the survey of the *Salazes* by Captain Kirby on the same ground.

His Lordship introduced a printed French pamphlet, received from the French Consul Mr. Troplong, duly certified by him to be a correct copy of the French Maritime Regulations in force previous to 9th January 1863, which were enacted by the French Emperior on the 28th May 1858 to replace certain regulation of 1852.—His Lordship translated, at length some of these Regulations especially as to the lights required. Steamboats when moving under steam, are to keep at the head of the foremast a white light visible at each side as far as two points &c., also a green light on the starboard side, and a red light on the port side. Vessels under sail and Steamers having their Machinery at rest, when in the public highway or in ports and roads shall carry the same lights except the white light which can be suppressed. I find nothing as regards the law of sailing. I presume this can be put in as admitted by consent. It was so admitted.

The Protest by the Captain before the French Consul is here produced by Mr. Woods.

Mr. Pollard I admit it as a true copy of the Protest, but not as any proof of the facts alleged. It is marked as an exhibit.

By the Court.—As to the publication of any law or regulation in the *Government Gazette*?

Mr. Pollard I take it—the Court takes judicial notice of such.

By the Court.—There is an order in Council dated 9th January 1863, which has never been published in the *Government Gazette*.

Mr. Pollard—I am perfectly willing to agree that these copies printed in the *Government Gazette* are true copies as well as the order in Council printed in the *London Gazette* and introduced by your Lordship.

By the Court.—There has been a conference pending for some months between the French and English Governments to assimilate maritime regulations. The proposition came from the Emperor of the French, and Her Majesty in Council graciously pleased to accept the same, as appears from a Notification in the *London Gazette* a copy of which I have obtained from the Governor's Office, and now produce.

The production of a copy of the *London Gazette* is sufficient proof in law of the authenticity of the order; Mr Pollard admits the same.—*Straits Times, Nov* 28.

THIRD DAY, NOV. 28TH, 1863.

Testimony for the Defence.

John Ezzell Betham, sworn,—I am a Master Mariner,—have been so nearly 11 years—have a certificate by the Board of Trade,—have also passed in Bombay.—Have been in Command of the steamer *John Bright* since 1st Nov. 1862. I was her first commander in these seas. In the course of my experience as a Master Mariner I have been at least 20 times to China, thus making forty passages to and fro through the straits. The register of the *John Bright* is 670 tons, and her steam engines is of 250 horse power. The crew all told were 90 men and officers. I recollect the night of 26th October last. I was on the quarter deck at mid-night and my vessel was near the water islands at half-past eleven. The second officer was James Robert Scott. After 12 o'clock I sent for the 2nd officer, I spoke of where we were and the necessity of keeping a good lookout. I cautioned him with regard to the track we were running, that it was where we might expect to meet vessels. I saw him then go on to the bridge, from this time I remained on the quarter deck. It was raining at the time I remained on deck. As was my custom in passing through the Straits to remain on deck all night; I was aware of the necessity of vigilance. The rules of the ship are to have 3 on the lookout; 1 on the spritsail yard for- ward, 1 on the bridge and the officer in charge of the deck or watch and the officer himself—there is generally a seacunnie (a quarter master) stationed at the stand compass which is on the afterhouse. I know from my own knowledge and personal observation that those men were on duty that night. It is also the custom on board of my vessel for the lookout to hail out every hour. I heard them this night hailing by every half hour.

By the Court.—Whenever the bells strike which was every half hour.

Mr. Pollard.—The lookouts are relieved every two hours. I was on deck at 2 o'clock and I believe they were then relieved but don't know it. I saw two vessels myself that we passed after midnight both passing our vessel on the starboard side. At about quarter past 3 that morning I was on the afterhouse inside the standing compass. The quarter master Francisco Broto was also there. I don't know who was at the helm, I think Emanuel was his name, a Chinaman was also with him who takes his turn regularly to assist at the wheel our course S. E. ½ E. by the compass S. E. by E. true. The wind was westerly the weather was cloudy, but clear, the horizon being well defined and no haze. We were going at the rate of ten knots, at twelve o'clock by the log then hove and no orders were given to increase or alter the speed—there were no sails set. I heard the lookout man forward about 20 minutes past 3 give the alarm "a ship ahead."

By Court—The man was on the spritsail yard on the starboard side.

Mr. Pollard,—I next heard the 2nd mate cry out "starboard" I saw him then standing on the port side of the bridge he had been previously walking to and fro had been stationary at no time during his watch on the port or either side. I heard the 2nd mate cry out starboard. I jumped up having an opera glass in my hand,—I was seated in a chair and leaned forward saw the loom of a vessel on the starboard side. Immediately I was on the quarter master's side next at the wheel. I fancied that I made out the masts of a vessel very close to us. I directed the quarter master to jump down from the afterhouse and assist to put the helm over and run down the steps of the ladder from the afterhouse to see it was done myself.

I saw nothing more of the vessel until after the collision, which ensued almost instantly as I had not time to reach the wheel before I felt the shock. Immediately after the collision I put my hands on the wheel I then turned and ran forward—in passing the engine room, I leaned down and saw the engines had been stopped and were not working. I heard the sound which indicated to the ear that just before the engines had been thrown out of gear. I say the engines were not moving. I went forward and saw a vessel under our bows. I noticed she had two topsails set, fore and maintop sails on the cap. I noticed no other sails than these two. I noticed a red light. It was fitted very far aft. The vessels did not signal. I was anxious to save the men. I remained forward until I knew for a certainty that all the men from the vessel had got on board. I then went for the Carpenter and went to the engine room and gave the order to back the engines. I then backed clear of the vessel—on doing so she went down very shortly afterwards. At three o'clock I heard six bells struck, and I then heard the lookout hail and answer each other. Our ordinary rate at sea is ten knots, we go faster sometimes—this is not so fast as she can go.

I ascertain some time after from my own officers that the vessel was called the French Bark *Salazes*. I am certain all the regular lookouts and other persons on duty in the watch were on the alert. Our course was proper one. I came along the Malacca coast and was bound for Singapore.

Cross-examination by Mr. Woods.—

What was the relative power of your Steamer's Engines to her tonnage?

A.—250 Horse power but this was only nominal, it could be worked up to 600. I believe, at ordinary speed she was kept at 600.

Q.—Had you any share as owner in the *John Bright*.

A.—No.

Q.—Was she insured.

A.—I dont know.

I left Colombo on the 16th Oct., I sighted Malacca light about 10 P. M. on the night of the 20th ult. I believe 10½ to 11 knots was our average speed. Across the bay of Bengal, we had a gale of wind, sails were set all the way. The Engines were at their ordinary power. I remained on deck from one in the morning till the time of the collision, I never moved off the house. The *John Bright* has not an unusual number of wind sails,

By the Court.—She has six over the engines and coal holes, and two ventilators;—these extend beyond.

By the Court.—They are like an old blunderbuss—like an old helmet—Captain Cole's Carpola.

By Mr. Woods,—There are two iron ventilators—the funnel mouths of which can be shifted. These two iron ventilators are along way abaft (marked on the diagram) over the engine room work shop.—Wind sails and ventilators—These are not quite so large as those over the stokehole, but extend considerably. They increased in size as they rise nearly to the top. They are situated therefore on the house where I stood. The two large ventilators forward those nearest to me, were not so high as the house. Those two highest are a foot or two higher than the house on which is the standing compass. Their diameter is 4 feet 8 inches. There are six ventilators (they are not wind sails) over the engine room. She has altogether eight ventilators and one wind-sail generally. This is down the Engine room sky light. These considerably interfere with the view in a slanting direction, but not fore and aft. The funnels would not intercept my view where I was fore and aft. I would see for 5 or 6 degrees. I was on the port side during the night.

These would not at all intercept the view of the 2nd Mate.

By the Court.—The bridge is before the funnels—both the same director 4 ft. 8.

Mr. Woods.—The man *Aboobaka* on the spritsail yard had been on duty from two clock and would remain until four. He was a Malabar man, a Native of Bangalore. I have had considerable experience with lascar crews.

Q. Do you know that they sometimes take a nap—and it is very common occurences to take a half hour's nap.

Ans.—I have not observed so since I have been at sea.

It is not my experience of lascar men on watch, I could not see the man on the sprit-sail yard and therefore I cannot say whether he was there on duty or not.

Q.—What distance was there between the man on the spritsail yard and the nearest man to him on the bridge.

A.—About 100 feet as near as I can tell. Both places of lookout are equally good. We passed two vessels, but I did not see the vessels, I did not examine them with my glass. They seemed to be 2 miles or 1½ miles; subsequent to those. I saw nothing before. I saw the *Salazes* I saw the land, Mount Formosa, about 12 or 14 miles distant.

Q.—At that time now far distant ought you to see a vessel square rigged and with all sails set, with such a light and on such night—and in this position.

A.—About ¼ of a mile.

Q.—If a prow at what distance.

A.—20 or 30 yards.

Mount Formosa is a part of the Straits where I have seldom met native vessels. I have never observed them at this distance 12 or 14 miles distance, from the land; I have seen them close in shore (discussion.)

By the Court.—All the witnesses have an opportunity to read over and correct their evidence before it is signed—and if they object to any part of it have it made right.

By Mr. Woods,—I object to conversations at that end of the table in the hearing of the witnesses.

By Mr. Woods.—The engines could be stopped in one or two minutes to the best of my belief. The orders are given verbally,—there is a telegraph on the bridge to the engine room but it is never used except in harbour—there is no copper tube.

In my examination in chief, when I said I examined as to the lookouts I confined this remark to those on the Bridge.

By the Court.—When the mate called out Starboard three times, there was no interval between the three times, except for distinct utterance.

Re-examination by Mr. Pollard.

As to the height of the stock hole ventilators, they are not more than a foot or two above the quarter deck, I could see *abeam* of the ventilators from where I was on the quarter deck.

As there may be no mistake as to my testimony, I state, that when in my cross-examination I said I have never known lascar men to sleep on their watch, I mean those men especially appointed to watch on the lookout. When I said a vessel would be visible a quarter of a mile distant on that night, I do not mean a vessel having only 2 top sails on the cap—braced sharp up with fore top maststay sail and a main staysail or spencer and being close hauled feather like towards me, such vessel would not be visible a quarter of a mile off.

When I said I had never seen native vessels in that part of the Straits, I meant I had never seen them—that part of the Straits go far from the shore, as I was then about mid channel. Although I could not see the man on the spritsail yard from where I was, I could tell from the voice in hailing that he was at his post at six bells that is three o'clock, or that he must be at least on the forecastle—I could also tell that he was at his post when he gave the alarm from the sound of his voice, and the direction in which it came.

By the Court.—It was at geared engine—not direct action.

Q.—At what angle did the steamer strike the bark.

A.—Nearly at right angles, or nearly as as possible.

By Mr. Pollard—The vessel might have swung round before we struck her.

By Mr. Pollard—One of the *experts*, (Captain Bolton, has to go to his vessel at New Harbour,) it is out of the usual order but I find it necessary to take his testimony now.

Charles James Bolton—sworn—I am a Master Mariner, certificated by Board of Trade have been so ten since 1842 about 20 years—am now in command, of the steamer *Reiner*—have commanded steamers 5 or 6 years previously, had commanded sailing vessels about five years.

Q.—How near would a vessel lie to the wind being close hauled as stated in the case of the *Salazes*?

A.—About 6½ points, this is the minimum. A vessel with top sails, under the sail that the *Salazes* is described to have carried at the time of the collision, and being culse hauled could not lie nearer to the wind than 6½ points, I think not so near.

Q. Supposing yourself in a sailing vessel as described and you saw a green light at 2½ miles distant and it had approached you to within a mile without altering her course, *what* would you do?

A.—Were I on board a sailing vessel under this sail, and had seen the green light of a steamer originally 2 miles off and which had approached to within a mile of my vessel without altering its bearing,—and were I under the belief that my vessel had not been seen from the steamship,—I should, as I do not consider my vessel could stay under this canvass, have thrown every *thing aback*; this I consider a mere ordinary measure of precaution which would naturally occur to me. It is not an unusual occurrence, it is one of the most ordinary measures that can possibly be taken.

Q.—We would this measure have prevented a collision?

A.—This would depend on the wind, how it was; but it would certainly lessen the chance of collision, supposing the steam vessel to keep her course—whether it would avert the collision would be a question as to the wind. Were the wind as described in the petition, that is blowing moderately and the sails drawing, it would in my opinion certainly have avoided a collision. All this is based on the supposition that the steamer kept on her course without seeing the bark. I carry first class lights, regulation lights. My lamps are trimmed every four hours, this is a standing rule, and the end of the voyage I had given instructions, to have them trimmed more frequently, if necessary. I consider it essential to have the lights trimmed every four hours to show the light two miles, the required distance. Rain or heavy dew might have the effect of steaming or fogging the glass inside. During my experience, a light burning from 6 P. M. to 3 A.M., that is 9 hours—it must be dim—I do not think it possible for any light, even of the best class I have ever seen, to be visible at the required distance two miles after it had been burning from 6 in the evening till 3 in the morning, without having been touched or trimmed. I would not expect any lamps I have ever seen to remain visible under such circumstances.

Cross-examination by Mr. Woods.—I have never trimmed the lamps myself nor stood over them while they were being trimmed. I have examined them after they had burnt four hours, and I could not tell from my personal knowledge whether they were trimmed or not;—much will depend on the quality of the oil or the lamp and the character of the wick. I know the Patent lamp used on board my vessel—I have never known them or any lamp to burn brightly after four hours—This is about the outside time, four hours; with the best oil, the best lamp and the best wick; four hours is the longest time that a lamp should go untrimmed. The deposit of dew will depend partly on the ventilation.

Q.—Will not a well ventilated lamp keep burning without being trimmed for some 8 or 10—hours.

A.—It might be a light burning, but certainly not visible.

Q.—Do you not know of any patent lamps which consume their own wick—and do not require trimming.

A.—No, I know that candles consume their own wick and leave no carbon behind, since my experience of the steamer, I have no wish to return to a sailing vessel—I prefer a steamer—I have not found sailing vessels a bore or in any way—I can't say that I have ever found them right in my way.

Any ship that I saw, I would try to get out of her way. I would not trust to any vessel getting out of my way. I would endeavor to get out of the way, except in case of inevitable collision in which case I should except him to do his part as well as I mine. In the case of the *Salazes* as stated, I would expect the steamer to get out of my way, but I should be prepared for the case of her not seeing me. Half a minute would be sufficient to accomplish the manœuvre I have stated, only two or three ropes are to be cast loose.

Q.—The wind is stated by you Westerly and by us N. W. you look at his diagram?

By the Court.—Diagrams are very dangerous, better not have any.

By Mr. Woods.—Had this been done and the vessel thrown aback, the steamer would have passed *ahead* in the usual course would be to go astern of the sailing vessel but under the circumstances and being so close—you must do your best, exercise your own judgement, whether to go ahead or astern.

Q. Would not the tide affect this manœuvre.

A.—I dont know how the tide was, however it would have made no difference.

Q. Could not the steamer have just as easily ported or starboarded her helm.

A.—I dont know the position sufficiently. I suppose the steamer might.—*Straits Times Nov.* 30.

(To be continued.)

HEIGHTS ABOVE THE UMBEYLA PASS.

(Delhi Gazette, Dec. 10.)

FRIDAY, DECEMBER 4TH, MIDDAY.

DEAREST HELOISE.—"I was about to write of peaceable events, but something tells meere I send this off that more strife must be detailed, yet I will not anticipate. You know that Sir Neville's wound obliged him to give command of the Punjab Irregular Force to Colonel Wylde of the Guides, while General Garvock assumed command of the Eusofzai Field Force, and commenced his reign by parading all the troops, distributing Orders of Merit, and suitable speeches to the different regiments, which had distinguished themselves; that of Ferozepore, came in for a large share of encomium, and very deservedly so; the 6th Punjab Infantry too, received several medals and much praise for its exploits on the 26th of October. Major James who has been indefatigable in his political exertions, promises us the all shall be over on the 15th, and the troops return in peace to the plains; but I for one, dearest Heloise, am not so sanguine. Some one says, dear girl, you printed one or two of my letters, but should you ever be so indulgent again, please correct such little mistakes as I observe in my hurried letter of the 21st ultimo.

I told you that several columns or brigades had been formed, the one at Murdan under Colonel Shipley, to threaten Swat by the Loondkhwar pass, composed of

7th Hussars—1 Troop.
Guide Cavalry—100 Sabres.
Bunney's Battery.
7th Royal Fusiliers.
Three Companies, 3rd Sikhs.

Major Munro went from camp to act as Political Agent, but it was declared by Major James, that should this little force enter Swat, it would involve us in a still bigger fight there, before we were prepared for it; the intention being to deal summary vengeance on the tribe in the spring; consequently the column is broken up.

The troops in camp, or rather in our two camps—for we are divided here into an upper, and lower,—have been arranged in two brigades, thus:—

First Brigade, under command of Colonel Turner.
Peshawur Mountain Train.
71st Highland Light Infantry.
5th Goorkha Regiment.
1st Punjab Infantry.
3rd do do.
5th do do.
20th Regiment N. I.
32nd do do.
Brigade Major, Lieut. Campbell, 1st Punjab Cavalry.
Second Brigade under Colonel Wylde.
Her Majesty's 101st Foot.
Guides.
Heavy Guns.
Hazara Mountain Train.
6th Regiment Punjab Infantry.
14th do.
23rd do.
Brigade Major, Captain Chester, 4th Goorkhas.

Report says one of the above forces advances through the Chumla valley to Mulkah, the other holds the present position in the pass. I hear there are troops of all kinds at our depots—Rustoom, and Nyakilla, which will probably furnish another column under Colonel Shipley to enter Chumla by the Carinja Pass. All of us here are anxious to go on and almost daily expect the order, but I fancy that will not come for some ten days at least. Major Roberts, V.C., has left to report the state of affairs here, together with all particulars of our position, to His Excellency the Chief at Lahore; at which place it is said, he is retained until Sir W. Denison's arrival. Colonel Adye is still in camp.

We had rain here one day, and very disagreeable it was, but the cold is less than when the sky was brighter. All wounded have been sent to Pamouli, and must furnish considerable diversion for the doctors there. We have Assistant Surgeons, and volunteers, from all parts of the Punjaub. The famous Craig has been strengthened by an outwork extending down the ridge in front, while it is garrisoned by the 71st and 101st, in turn. We made a glorious preparation for them on Friday last, but unfortunately the blue clad gentry would not avail themselves of our polite attention. The 6th Punjaub Infantry was drawn up behind the Water Picket, which is in front of the Craig, while behind the Craig itself were the 1st and 5th Punjab Infantry, the 32nd Regiment and one Mountain Train. The trees and jungle under which the enemy advanced to the Craig, have been cut down, very few of the enemy have been visible, but gentle "potting" continues between the advanced pickets. One man killed and one wounded, is the sum of our casualties, saving at least a sepoy of the 3rd shot dead by a Boneyrwall, who was permitted to come in while the flag of truce was up—under pretence of treating with Major James, who should be very cautious in admitting such treacherous savages into his presence. There has been a great deal of talk among the about anent the treaty. The Akhoond of Swat, and Sydoolah Khan, a chief of no small importance in Bonair, are desirous to obtain peace, while another man of eminence I am a savage, and by name Ahmed Khan, considers his people ought to fight again, nor as yet give up the Hindoostanees; and thus you will perceive that though there is no unanimous declaration of peace, yet there is the want of unanimity which ruins all these well projected Asiatic schemes of rebellion, and anarchy; and it is my private opinion dearest Heloise, that no peace treaty will be effected, until we have shown these leaderes our ability to advance from this entrance step to their territories; it would be the most feasible policy to patch up this affair lightly, now that we have so far commenced it. My latest intelligence is, that a chief from the north of Bijour, has arrived with a reinforcement of three thousand men. Hindoostanee pickets surmount the lower hill range overlooking Eusofzai, on the plains of which every movement of our forces can be watched. All accounts agree, that the wretched band of fanatics yet holds Mulkah, which ought to be converted into a sanitarium for the English inhabitants of the Peshawur valley.

To-day is the second Friday passed, or nearly so, without a fight; the enemy is a trifle more lively than usual, but a few cartridges from our heavyguns have disseminated the small collecting masses, which shews they cannot muster in force sufficient to attack our improved position. Distance pickets have been abandoned, and all *sungas* garrisoned in greater force than at first. Rain is again threatening, and it is *cold* and wretched at night. Snow falls towards Christmas day, but at this height it melts as it reaches the ground. Almost everything up here has become dear, and scarce; the T. G., which stand for 'travelling cent,' has gone down."

COFFEE PROSPECTS IN MYSORE AND COORG.

(Neilgherry Excelsior, December 3.)

The Administration Report of Mysore and Coorg having been given to the Press, we proceed to lay before our readers a short account of the prospects of coffee in those provinces during the past official year, 1862-63.

The tax is "realised almost entirely in the Nugger and Astagram Divisions (of Mysore) in the proportion of more than 2 to 1 in favor of the former; the collection during the past year being—

Nugger	Rs.	62,925	13 3
Astagram	,,	30,411	12 10
Nundidroog	,,	55	8 7
The Total or Rupees		93,393	2 8

is an increase of rupees 25,279-7-5 over the revenue of 1861-62." This is so far very satisfactory, shewing an increase in one year of over a quarter of a lac, and a total revenue of nearly one lac of rupees. The approximate statement of the number of acres taken up for coffee cultivation is not believed below, but are inclined to believe that it is not correct; in fact no accurate statement could be drawn up unless there was a survey. The number of acres said to be held by Europeans in Nuggur is very small indeed. We know there were ten European estates in Nugger some few years back, and since then there has been a great impetus given to Coffee cultivation, so that we are inclined to think the statement is underdrawn.

Division.	Talooks.	Extent in acres	Distribution in acres.	
			Europeans.	Natives.
Astagram.	3	45,000	20,000	25,000
Nugger ...	6	30,000	2,650	27,350
Total.	9	75,000	22,650	52,350

Later returns for Astagram, it is stated, brings up the total for that Division to 56,958 acres, 58 per cent of which is in native holdings. The average area for Europeans in Astagram is given at 933 acres, and at 6 acres, for natives. All the good land in Astagram it is said is now taken up, and that it will not be possible for any one to get as much as Mr. Middleton, who is estate in the Munzerabad Taluck it is estimated comprises an area of 16 square miles.

An approximate statement of the produce is given, though it is conceded that the estimate is not easily made, as "the yield varies greatly according to the locality and according to the experience and energy of the planter." We extract it however as it is suggestive.

Locality.	Produce per acre.		Value.
	Maunds.	Cwts.	
Astagram and Nugger new estates ...	25	6½	6 Rs. = 159 Rs.
Old Munzerabad Plantation ...	18	4½	6 ,, = 108 ,,
Native Plantations ...	5	1½	6 ,, = 30 ,,

It will be seen that the old Munzerabad Estates yield nearly 4 less than the new Nuggur and Astagram Plantations. Now those old Estates were planted in shade, and we cannot say that very much experience or energy have been shown to them. Labour was comparat

The number of fatal accidents on the East Indian Railway, within the limits of the Howrah Division are nine, whilst that in connection with the Eastern Bengal Railway, are seven. The bills of mortality are pretty high, 12,674 natives have died within the year of various diseases; but as this does not include the countless multitudes that are thrown into the river Hooghly, we have but an inaccurate account of mortality in Calcutta. We are glad to observe that the Honorary Magistrates have afforded much aid in the administration of justice, and in the decision of Conservancy cases.

PUBLIC SERVICE EXAMINATIONS.

(Deccan News Nov. 28.)

THAT Vernacular examinations are of immense use in a political point of view is admitted on all hands. They prepare our rulers for administering justice to the natives of this country without the help of the amlah with whom we fear it will be for a long time impossible to attain the moral dignity and social status of English barristers and pleaders, or become a reliable medium for the dispensation of justice. These examinations, when properly conducted, prepare our rulers to look personally into the wants and feelings of the natives. They help too in a great measure to bring together for educational purposes, the mature mind of the European and the half formed or ill formed mind of the Hindoo and Mahomedan; and thus tend greatly to remove the barriers that separate the conquerors from the conquered. The only questions we are called to consider are the following: Are these examinations rightly conducted? and if not, what better plan can be adopted? And, secondly, who are the people in Government employ, with whom the necessity of passing these examinations ought to be imperative?

Some of our readers have had the doubtful pleasures of passing these examinations in the mofussil and in the celebrated Examination Hall (not Hall) of Calcutta. We shall not attempt to describe the mixed feelings with which they must have taken their seats before the Tribunal of Examiners, or the joy with which they received the announcement that they had passed successfully. We have no doubt that a Calcutta examination, where the examiners are men well accustomed to their work, and as a rule, better able to discharge the trust committed to them, is a far more formidable affair than the periodical examinations held at the several sudder stations of the mofussil; but we have reason to know that the successful passing at even a Calcutta examination is no very reliable criterion of acquirement. In the Mofussil, where the examinations are always conducted with great fairness, there is greater opportunity for ascertaining the *bona fide* amount of vernacular knowledge that a candidate possesses.

He has to read the time-worn indecent books of Batal &c., &c., with a good many manuscripts. He has to write in Bengali and to translate too—and he does not escape without conversation in the Vernacular. We think however, that the more the European element is infused into these examinations, without discarding the native, the more sure we shall be of the examinations proving beneficial. In Calcutta we are struck with the indifferent and unsatisfactory manner in which everything connected with the examinations is attended to. Nobody seems to be able to give the bewildered candidate any information on any subject. He asks for information regarding future examinations, and he is referred to the orders of Government where he only finds mention made of the books in which he is to be examined. He is perhaps a griff and asks, Am I to be examined in the Sanskrit Grammar, which is being wholly incorporated in the Bengali Grammar 'I dont know' is the reply. 'Am I to read through the Prododh Chundrika and Mahabharut? 'I do not know.' Suffering himself to drift, as best he can, through these difficulties, he at last finds that his examination is over, and against his name occur the mystic symbols, 'With sufficient accuracy,' or 'fair,' or 'very fair,' or 'with tolerable accuracy.' It is a puzzle to him to determine the shades of difference between any two of these phrases. Is is not unlikely that he jumps to the conclusion; and his disappointment is great when, after a period of anxious waiting, he finds that the committee do not think that Mr. So and So's acquirements come up to the standard' &c. Does it not frequently happen that the Committee who do not think &c, meaps simply the one man who put the questions to the candidate? Two or three examiners are seated at a long table, while only one does the work of examining. This is not the way in which medical committees do work; why should it be the way with Vernacular Examination Committees? If all the examiners took part in the examination, the opinion of one might, in many cases, modify the opinion of another, and so a fairer result would be exhibited. How many of the candidate who pass the examinations in Calcutta, can keep up a two minutes' conversation with a native? A man has answered many a sly question in the examination hall, and escaped many a sunken rock; but what is she practical value of the knowledge he has? A knowledge of the colloquial, ability to have a quiet chat with a *chasa* on things in general and nothing in particular is a far more useful qualification, and ought to be required more urgently than a familiar acquaintance with the gross indecencies of the so called Literature of Bengal. We would particularly insist on a certain amount of colloquial facility on the part of all Europeans employed in the judicial, magisterial revenue, police, and educational departments. Without this, the Calcutta examination hall is nothing better than a costly stage erected for the acting of a huge farce.

One favourite argument of the advocates for the Persian character is the quickness with which it can be written. So might English be written if we would but leave out fully a third of the letters. But, happily, no one has yet advocated short-hand for ordinary use, or we might employ more expeditious systems of our own. Such arguments in the mouth of educated Europeans are worse than the argument with which uneducated moulvees defend the omission of the vowel points—"The omission serves to sharpen the learners's wits;" which simply means that the learner must learn, and learn again as often as he forgets, every word from the lips of the teacher; and thus it is that Persian teachers contrive to keep their pupils learning on and on for years what might otherwise be learnt in as many months nearly, their narrow selfishness the while ignorant of the fact that, for every pupil thus detained, twenty are kept out, because they will not give so much time and trouble for so small a return.

And we,—who are striving from day to day, in our school books as in other things, to supply every possible want, and to simplify and to bring all good within the reach of all, and who make it our boast, too, that this is our peculiar mission in India,—have yet most unwisely, if not wickedly, lent our stronger aid, to maintain, and even more widely to diffuse, the contemptible systems of the Moslem and the Hindu, directly fitted, if not purposely contrived, to exclude the masses, from the blessings of knowledge and civilization.

But we have only just begun to point out the serious defects of the Persian character. We have seen that vowels are for the most part omitted. What, then, are the consonants like? Four consonants, *b*, *p*, *t*, and *s*, besides *n*, *y*, and *h*, initial and medial, have all the same form. True, they are distinguished from one another by the addition of certain dots; but these dots are never inserted in manuscript, and, in print, the necessity of the adding one, two, or three dots above or below the letter is, in every sense, a serious defect. Next comes another character for four more sounds—*h*, *j*, *ch*, and *kh*, similarly distinguished from one another by dots which are inserted only in print, never in writing. Then follow other and the same forms for *d* and *z*, *r*, *jh*, and a duplicate *z*, *s* and *sh*, guttural *a* and *g*, *f* and *q* guttural, *k* and *g*, mutually distinguished only by dots which are not inserted in writing. The only sounds which have signs special to themselves are *l* and *m*, with *n* and *y*, final.

And yet, with all this deficiency of character necessitating the frequent repetition of the same form of letter to represent from two to four, and even, seven differen sounds, the Persian Alphabet is not without superfluous characters. Thus, it has two *t*' *s*, ½ three *s*'s fours *z*'s, two *h*'s, and two *y*'s. This peculiarity alone unfits the character for general use, for in order to spell and to write correctly in this character, a knowledge of the etymology of one half the words used in Hindustani, as Hindustani is now written, is essential. The Persian character has never been, and never will be the popular character. In insisting, therefore, on the Persian character as the one in which all petitions must be written and legal proceedings recorded, the mass of the people have been delivered over in effect to the tender mercies of the small section who do read and write this mystic and too pliable character.

European functionaries are, as a rule, in favour of the Persian character. And yet, with strange inconsistency they do not, as a rule, themselves use the Persian character which they profess to prefer. They use, instead, the Roman Alphabet, which they scout, whenever they may have to write Persian or Urdu, as they rarely, ever do. They give the bare heads of the subject merely in unintelligible Hindustani which the ministerial officer, practised in the art of interpreting such Hindustani in the mouths of European officials, can alone comprehend; and the composition, like the writing, is the sole work of the Native surbordinate. Can we wonder that men should stand up for a system which saves them all the labour of composition and writing with their own heads and hands; or that the close of a service of twenty-five years should find so many of the class incapable of speaking or writing two sentences in intelligible, not to say correct, Hindustani, or that there should be so wide an opening for corruption and oppression with such an Alphabet and such opportunities as an uneducated and unprincipled agency would be sure to abuse to the utmost.

Nor have we yet done with the defects and difficulties of the Persian Alphabet. Not only are a third of the letters composing a word left out; not only do the characters, with only two exceptions, represent from two to seven different consonant sounds, while, conversely, five consonant sounds are presented by twelve different signs; but every letter assumes different forms, or is extended or cut short, as it happens to be initial, medial, or final, or as it is joined to particular, letters, or as it may come before or after certain letters. Then, there are letters which must be joined, and letters which must not be joined; and of the letters which must be joined certain letters are to be joined only when they precede, and certain other letters are to be joined only when they follow, another letter; and there are certain letters which must be joined to other letters in any case. Thus, we have perhaps two or three letters of a word joined amicably together, while one or more letters of the same word stand apart as though they did not belong to the word. Thus *l*, *m*, *n*, and *y* respectively assume a different forms as they are joined to certain other letters; *j*, *h*, *ch*, and *kh* five different forms; *d* and *z* two; *r* and duplicate *z* two different forms; duplicate *s* and *sh* five different forms; triplicate *s* and triplicate *z* six; duplicate *t* and quadruplicate *z*, four; guttural *a* and *g* seven; *f* and guttural *g* seven; *k* and *g* six; *l* four; *m* five; *n* six; *w* two; *h* and *y* six different forms—fifteen groups of letters undergoing between them sixty-nine different changes of form!

That large majority of my readers who, happily, have felt no call to contend with the ingeniously-contrived difficulties of such an Alphabet might think I had said enough to stamp it as a character as ineligible as any yet invented for the use of the common family of man; and, indeed, even the small proportion who have learnt to read and write this character must be startled as they see in one view the multitudinous complication of difficulties over which they had toiled and wasted so much valuable time, forgetting probably in the accomplishment of the end the greatness of the strife. But there is yet more to be said: the picture is not yet complete. There are letters which must rise above the line and letters which must fall below the line the height of depression varying in different cases,—and there are letters which must be cut short or lengthened out more or less as they are found in different positions or relations; and, moreover, in the manuscript hand, the writer is at liberty to bring in the final letters of a word anywhere he can cram them in, above or below the line and thoroughly divorced from the word, leaving the indulgent or ingenious reader to search for the *disjecta membra*.

Thus, eleven of these groups come below the line when they are joined to the letters composing two other groups, and eight groups rise above the line in combining with four particular groups; and in both cases, sometimes it is the head of the letter which must be raised or depressed, sometimes it is the long stroke, or it is the half-formed letter, which must be carried up or down, or the curvilinear portion of the letter disappears entirely, or the entire letter is transformed into one of a totally different shape. Then follow two groups whose forms become totally changed in being joined with nine other groups, two more whose strokes become thicker and curved in combination with four other groups, and five groups whose strokes are extended or curved more or less in uniting with three other groups.

And this is the Persian character which is totally wanting, besides in punctuation, capitals and italics, and the various contrivances, which in the Roman character catch the eye or fix the meaning and enable the reader to take in a whole page at a glance. A page of a Persian writing or book has the appearance of a jumble of letters without division, method, or arrangement, so that it is impossible, without actually reading it right through, to say where any one word, clause, sentence, or paragraph, begins or ends. And when, to crown all, we regard the Native system of writing, not the running hand merely, of which the varieties are as numerous and wide apart as the absence of any fixed model will allow, but even the slow hand *(nastaleeq)* the final letters of a word separated from it and joined on to the word which follows, and no interval or space between the words to mark the beginning and ending of a word, we may come to comprehend how it is that European functionaries do not themselves read off, or write with their own hands, the vernacular proceedings of their courts, or maintain any correspondence whatever with the Natives; nor is it Europeans only who are deterred, by the extreme and useless difficulties of the Persian character, from learning the language of the country. Those difficulties, it may not be generally known, are formidable enough to deter from learning to read and write their vernacular tongue, even the mass of the Native population who have a direct interest in acquainting themselves with the laws and regulations to which they are made subject. And thus the whole influence, authority, and patronage of the government fall into the hands of a small fraternity of Mahomedans and Kaiths who are but half Mahomedanized Hindus, together imbibing from Arabic and Persian books the errors, the fanaticism, and in the immoralities which our government obliges them to acquire in obliging them to learn to read and write the Persian character. And yet the European wonders that the Natives, educated and uneducated, should be what the British government has itself helped to make them.

Would that our government might stir itself and sweep away, as it might do, gradually but surely, this most shadowy, impracticable, and finical character which men must squat on the ground that they may write and give to the people instead of the compact, distinct, and decided, Roman letter which stand erect like the stately form with which God has invested man, and which elevate the sluggish grovelling nature when they raise it to the self-respect which sitteth in a chair. Did the people cast aside the clumsy reed of the puddly marsh for the noble grey goose-quill plucked from the upward flight, and for the practice of writing from right to left, so significant of a crooked, backsliding and degenerate, whose favourite proverb, "Speech is silver, but silence is gold," but shows how faithfully the hand has obeyed the impulse of the mind. Let them obey henceforward the bold and manly impulse which, with the pen as with the sword, strikes forward ever—ever forward. Even so will England fulfil her noble mission, to neglect which is to court retribution the most appalling, or the mutiny, has passed over us in vain: while in obeying it is great reward, since mercy is twice blessed. Will the government of this day achieve this enterprise, or will it leave the good work and its reward for other hands?

—Englishman, Dec. 3. EQUO.

THE PERSIAN ALPHABET:—THE ARCH-ENEMY OF INDIA'S REGENERATION.*

No. 1.

"The disease which afflicts bureaucratic governments, and which they usually die of, is routine. They perish by the immutability of their maxims, and still more by the universal law that whatever becomes a routine loses its vital principle, and, having no longer a mind acting within it, goes on revolving mechanically, though the work it is intended to do remains undone. A bureaucracy always tends to become a pedantocracy."—*Mill on Representative Government.*

TO THE EDITOR OF THE ENGLISHMAN.

SIR,—Under a bureaucracy only have the rude Oriental Alphabets been suffered to outlive for more than a century of British rule the inevitable extinction to which they are doomed through the unrivalled excellence and power of that Roman character which never failed to leave its impression upon all that Roman arts and arms subdued, and which even now sway more than half the globe and is still spreading and binding together the most distant corners of the earth,—all save British India.

What is this Persian alphabet in itself? What is the Persian Alphabet to India that the English government should have thus gone on from day to day compelling unnatural allegiance to an obscure system of writing imposed on the Natives of India by their Moslem conquerors, and even fostering and promoting with its high power the dominion of corruption's chief ally, and of the progress of knowledge and morality the chief foe, when the Saxon, with his higher intelligence and his larger resources, should in his turn have given currency to the one character which is common to the whole civilised and civilising world, the universal treasury of all that is purest and best and most effective on earth?

"Can such things be" and not excite our wonder and amaze? "Bah!"—it is the fool who cries out—"Who'd have thought it?" Every result must have an equivalent cause, and the cause in this instance is bureaucracy. Bureaucracies are made up of traditions; they are great in routine. They move in grooves. Nothing is right but what is; that which is not yet, is the strange and unfamiliar, the untried and dangerous. It wants the surety of experience, and it is most rash and foolish to strike out a new way when the old beaten path has served for generations. Such things belong to the visionary and the doctrinary. Let such madly rush on perils that they know not of: But as for us, we will tread in the steps of our fathers; only, we will not teach the Alphabet they gave us. We will have one law for India, but we will not have one Alphabet in which that law may be clearly read and understood by all races and sections of the people who administer, or are made subject to, that law. We will execute justice between man and man, but we will not teach, or encourage the common use of, a common Alphabet by which the rulers and the ruled may readily communicate with and understand one another. We would regenerate the people, for it is for this we are here at all, but we will take no one step which may help to supersede the great diversity of undecipherable characters which are the great barriers to the progress of knowledge and morality, and which keep asunder the common family of man whom God would have us draw together. We would know from day to day the thoughts and feelings of a fifth of the human race, who seem, but seem only we may be sure, to submit quietly to a handful of foreigners who do not mingle, as other conquerors have mingled, with the conquered race; and we would have this mass of human beings, instinct with life, and passions, and emotions, like ourselves, know the purity of our intentions and designs, mis-represented and worse than frustrated as they are continually by the unscrupulous agency which we arm with a strength, influence, and authority such as the people are unable to withstand. But we will not sanction, or even permit, the use of the only Alphabet which should draw us nearer together, disarm the intriguer and oppressor, and establish the reign of truth and justice and universal charity.

This Persian character which the British government has meekly accepted from the hands of the Mahomedan conquerors of India, to the obstruction of justice and civilization, is, in fact, a species of short-hand writing. Are we willing that the every-day transactions of life should be transcribed in short-hand, and that all our books shall be printed, and our children taught to read and write, in the same character? For, if this be not best for us, or for any other people how should it be best for India? Let any one as yet unacquainted with the words for which they stand, try and make out the following—an exact trans-literation of the words as they are written in the Persian character:—

mthss—mqdmh—mama—mbt—mthqq.

Think of the variety of possible combinations out of which the learner is required to make out the true reading—

motahsana moqaddameh mossuma nisbut motahaqqeq.

* *Application of the Roman Alphabet to the Language of India.* Edited by Monier Williams, M. A.

† Whatever the difference in the sounds in the orginal Arabic from which these redundant letters are borrowed, there is none in the Persian or Hindustani with which they have been incorporated.

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Do.	on Demand do.	2s.	0¼d. do.
Scotland and Ireland.	do.	2s.	0½d. do.

Drafts at 6 months' sight are not granted for less than £5 and amounts under £20 are only drawn for payable on demand

COMMISSION.

On the sale or purchase of Government and other Securities 5 per cent. on the amount realised or invested.

The Bank receives Government and other Securities for safe custody, free of charge, the Interest or Dividends thereof being credited to account or remitted home in the Bank's Bills also without charge.

On Interest or Dividends, or on proceeds of Securities by Sale, ½ per cent. commission charged, if the amounts be paid in India; if remitted home by the Bank, no commission charged.

On returning Securities out of safe custody ½ per cent. Commission

Hours of business .....10 A.M. to 4 P.M.
Saturdays .....10 A.M. to 1 P.M.

EDWIN HEYCOCK.
Bombay, 18th Nov. 1863. Manager.

COMPTOIR D'ESCOMPTE DE PARIS.
Incorporated by National Decrees of 7th and 8th March 1848 and by Imperial Decree of 20th July 1854.
PAID-UP-CAPITAL.—Francs 40,000,000 (£1,600,000.)
RESERVE FUND.—Francs 8,940,168 (£357,606)
Head Office—14 *Rue Bergere, Paris.*
Agencies at Bombay, Calcutta, Hongkong, Shanghai Bourbon (Reunion), and Saigon.

London Bankers.
UNION BANK OF LONDON; MESSRS. C. J. HAMBRO AND SON

BOMBAY AGENCY.
Offices—2, Military Square.

THIS Agency grants Drafts and Letters of Credit, and purchases or collects Bills on the above mentioned places, as also on the principal Towns of Continental Europe, on Madras, Pondicherry, Kurrachee, Ceylon, Mauritius, Singapore, Sydney and Melbourne.

EXCHANGE.

Drafts granted as follows:—
On London 6 months' sight .....2s. 1¼d. per Rupee.
" 3 Do. Do. .....2s. 1d. "
" On Demand .....2s. 0¾d. "
On France 6 months' sight...frs. 2·66 cts. "
" 3 Do. Do. ... " 2·63 " "
" On Demand..... " 2·58 " "

DEPOSITS.

Interest at 2 per cent. per annum allowed on Current Deposits when not less than Rs. 1000, nor exceeding Rs. 50,000, for fixed periods as may be specially arranged.

DISCOUNTS, LOANS, &c.

The Agency discounts approved local Bills, grants Loans on Government Paper, Bullion, Bank Stock, and approved Shares and other Securities.

Any further information as to rates of business, &c., may be had at the Office, or on application by letter to the undersigned, to whom all remittances should be made payable.

T. R. B. DAVISON, Acting Manager.
Bombay, 17th November 1863.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

EXCHANGE.

THE Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe, at the following current rates of Exchange:—

On London, at 6 m' sight above £50		2s.	1¼d. per Rupee.
"	4 do.	2s.	1½d. "
"	3 do.	2s.	1d. "
"	2 do.	2s.	0¾d. "
"	1 do.	2s.	0¼d. "
"	On demand	2s.	0½d. "
On Scotland	do.	2s.	0¼d.
On Ireland	do.		
Circular Notes for the use of Travellers on the Continent and to Europe Overland at 1 day's sight...		2s.	0¼d.

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Ceylon, Hongkong, Shanghai, Singapore, Penang, and Mauritius.

INTEREST ALLOWED.

On Current Accounts	2 per cent.
Deposits for 3 months	3 "
Do. do. 6 do.	4 "
Do. do. 12 do.	6 "

No interest allowed on Current Account Balances under Rs. 1,000 or on over Rs. 50,000, unless by special agreement. No cheques paid or cash received under Rs. 20.

COMMISSION.

The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes Interests and Dividends thereon on the following terms:—
If to be remitted in Bank's Drafts, without charge.
If to be paid in India, a Commission will be charged of ¼ per cent.
On returning Government Paper, or Share Certificates out of safe custody, or when sold on paying the proceeds of such sale in India, a commission will be charged of ¼ per cent. But if proceeds are remitted on the Bank's Drafts, without charge.
Commission charged on purchase and sale of Government Securities.
All letters should be addressed and all Hoondees made payable to the Agent, Chartered Mercantile Bank of India, London, and China. H. J. MARSDEN,
Bombay, 26th November 1863. Acting Agent.

THE BANK OF HINDUSTAN, CHINA, AND JAPAN, (LIMITED.)
CAPITAL ONE MILLION STERLING, IN 10,000 SHARES OF £100 EACH.
Head Office—16, *Cornhill, London.*

BOARD OF DIRECTORS.

JAMES NUGENT DANIELL, Esq. *Chairman.*
RICHARD SPOONER, Esq., (late Commissioner of Customs, Bombay,) *Deputy-Chairman.*
WILLIAM FREDERICK BARING, Esq.
THOMAS COTTERELL, Esq.
J. HENRY REYNELL DE CASTRO, Esq.
PHILIP SHORE FLETCHER, Esq.
WILLIAM HARRISON, Esq.
DEANE J. HOARE, Esq.
HENRY YOUNG, Esq., (late Chief Secretary to the Government, Bombay.)

Bankers.

LONDON.....The Bank of England.
Do. .....The Alliance Bank of London & Liverpool, (Limited,) 5, Lothbury.
LIVERPOOL .....The Alliance Bank of London & Liverpool. (Limited.) "The Albany."
SCOTLAND .....The National Bank of Scotland.
IRELAND .....The National Bank.

The Bombay Branch has been opened for business in the premises lately occupied by the Bank of Bombay.

The Manager grants drafts at the following rates of Exchange:—

On London or Liverpool at 6 months' sight		2s.	1¼d. per Rup
" " " "	4 do.	2s.	1½d. do.
" " " "	3 do.	2s.	1¼d. do.
" " " "	2 do.	2s.	1d. do.
" " " "	1 do	2s.	0¾d. do.
On Scotland	On demand	2s.	0¼d. do.
On Ireland.....			

Circular Notes payable in Egypt and the principal towns on the Continent of Europe .....2s. 0¼d. do.
Drafts on the *Bank of England*, on *Scotland* or *Ireland* re-issued payable on *demand* only.

To prevent disappointment to persons at a distance who may purchase the Bank's Bills on Europe, the Manager will, whenever so desired, forward the first of exchange direct on being furnished with the address of the person to whom the Bill is to be sent. *In all instances where a bill is required in favor of a lady, her Christian name must be given in full.*

The Bank is prepared to negociate drafts payable in London or Liverpool, and will also purchase or grant Bills payable in Calcutta.

CURRENT ACCOUNTS.

Interest allowed at 2 per cent. per annum on balance exceeding Rs. 500 and not more than 50,000, and one per cent. per annum on balances exceeding Rs. 300 and not more than Rs. 500.

Interest is not allowed on balances of more than Rs. 50,000 except by special arrangement.

FIXED DEPOSITS.

Subject to 12 months' notice of withdrawal 6 per cent per annum.

do.	9	do.	do.	5½	do. do.
do.	6	do.	do.	5	do. do.
do.	4	do.	do.	4½	do. do.
do.	3	do.	do.	4	do. do

Notice of withdrawal may be given either when the money is deposited or at any future time. If the deposit be taken in the Bank's draft on Europe, the notice of withdrawal will *generally* be dispensed with.

The Bank reserves to itself the right of paying off or of modifying the terms of Fixed Deposits, on giving one month's notice.

Deposits of Rs. 100, and not exceeding Rs. 50,000, are received by the Bank subject to 15 days' notice of withdrawal on either side, and interest allowed thereon at 2 per cent. below the Bank of Bombay minimum rate of discount, rising or falling therewith, but in no case will a higher rate than 5 per cent. be allowed on Deposits of this class.

Unless money shall have been lodged 15 days prior to the Notice of withdrawal, no interest will be allowed.

Government Paper and other Securities received for safe custody, and the interest remitted by the Bank's draft free of charge.

The Bank will procure enfacement of Government Paper on account of Constituents, and forward the same to the Head Office without charge.

It is particularly requested that all orders or Hoondees may be made payable to, and all communications addressed "*The Manager, Bank of Hindustan, (Limited,) Bombay.*"

R. K. W. BAKER, Manager.
Rampart Row, 23rd October 1863.

BROKERS' LOAN, DISCOUNT AND BANKING COMPANY, (LIMITED.)

NOTICE IS HEREBY GIVEN, that the Bank is opened for the transaction of local banking business.

LOANS AND DISCOUNTS.

The Bank discounts Government and Private Bills and Hoondies, and grant loans on the Security of Government Paper, goods, &c.

DEPOSITS.

Interest allowed at 2 per cent per annum on current deposits when not less than Rs. 500, nor exceeding Rs. 50,000, unless as may be specially arranged.

On the sale or purchase of Government Paper, Bank Stocks, and other Securities ½ per cent., on the amount realized or invested.

On interest or dividend ½ per cent.

The Bank receives Government and other Securities for safe custody free of charge, the interest or dividends thereon being credited to account.

On returning Securities out of safe custody ½ per cent commission charged.

ARDASEER BOMANJEE, Manager.
Bombay, 26th September, 1863.

Banks.

BANK OF INDIA.

*Capital Sixty Lacs